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Tupolev ANT-9 (PS-9)

The ANT-9 was redesignated PS-9 after the arrest of Tupolev in October 1937.

1 ANT-9 prototype built by AGOS TsAGI workshops at Zhukovski in 1929

79	no reg	ANT-9	AGOS TsAGI	mfd	30apr29	with 3 Gnome-Rhône "Titan" 5Ba engines; construction started nov28; static tests started mar29; was displayed in Red Square in Moscow 01may29; f/f 05may29 from Khodynka; underwent state trials with NII VVS 16/28may29; in natural metal c/s without any markings
	URSS-309	ANT-9	Dobrolyot/Moscow	h/o	08sep29	but painted up already around jun29; in natural metal c/s with red trim; named 'Krylya Sovyetov' (Wings of the Soviets) jun29; conducted a demo flight around Europe 10jul/08aug29; re-engined with 3 Wright J6 "Whirlwind" engines by AGOS TsAGI nov/dec29 (according to other sources, this did not happen); again h/o to Dobrolyot jun30; returned to TsAGI 15sep30
	CCCP-L101	ANT-9	Aeroflot	rgd	29jan31	named 'Krylya Sovyetov'; rgd again 05jun32 and 26mar34 !; in document 03apr38

61 ANT-9 built by Factory No. 22 GUAP NKTP at Moscow-Fili from 1930 to 1932

101	CCCP-451	ANT-9	Dobrolyot/Moscow	mfd	jun30	first production ANT-9; with 3 J6 engines; f/f aug30; underwent trials with NII VVS 16/25sep30 (10 flights); rgd sep30; h/o to Dobrolyot in late 1930; according to one source trf to Dobrolyot/Yakutsk jan31, but according to another source was opb SVL and just visited Yakutsk for the first time jan31; probably trf to the Soviet Air Force
	CCCP-L195	ANT-9	Aeroflot	rgd	21oct37	featured in the Soviet movie "Gluboki reid"; in document may40
102	CCCP-452	ANT-9	Dobrolyot	mfd	ju130	with 3 J6 engines
	CCCP-L102	ANT-9	Aeroflot	rgd	29jan31	w/o 29jun32; reportedly still in document 07sep37
103	CCCP-453	ANT-9	Dobrolyot	mfd	ju130	with 3 J6 engines
	CCCP-L103	ANT-9	Aeroflot	rgd	29jan31	in document 20jan33; reportedly still in document 23jun39
104	CCCP-454	ANT-9	Dobrolyot	mfd	1930	
	CCCP-L104	ANT-9	Aeroflot	rgd	29jan31	dbr 26may31 when crashed on a flight from Moscow to Sverdlovsk (pilot: M.V. Vodopyanov)
105	CCCP-455	ANT-9	Dobrolyot	mfd	1930	with 3 J6 engines
	CCCP-L105	ANT-9	Aeroflot	rgd	29jan31	rgd again 17sep33; canx 1935
106	CCCP-L106	ANT-9	Aeroflot	rgd	29jan31	scrapped mar32; canx 15apr32
107	CCCP-L107	ANT-9	Aeroflot	rgd	29jan31	w/o 10sep33
108	not known	ANT-9	Soviet Air Force	i/s	15apr31	with 3 J6 engines; opb Aviagruppa (Aviation Group) of the Military Air Academy (VVA); in dark green c/s with light blue undersides
	CCCP-L108	ANT-9	Aeroflot	rgd	22dec33	in document feb41; w/o 1941
109	not known	ANT-9	Soviet Air Force	i/s	apr33	with 3 J6 engines; in dark green c/s with light blue undersides
110	not known	ANT-9	Soviet Air Force	i/s	apr33	with 3 J6 engines; in dark green c/s with light blue undersides
111	not known	ANT-9	Soviet Air Force	i/s	apr33	
	CCCP-S111	ANT-9	Aeroflot	rgd	14jul37	Latin 'S' in registration
	CCCP-L111	ANT-9	Aeroflot	rgd	unknown	
112	not known	ANT-9	Soviet Air Force	i/s	apr33	
	URSS-D312	ANT-9	Deruluf	rgd	15aug35	with 3 J6 engines; named 'Korshun' (vulture); in document jan37
	CCCP-S112	ANT-9	Aeroflot	rgd	14jul37	Latin 'S' in registration
	CCCP-L112	ANT-9	AFL/Tajikistan	rgd	unknown	in documents oct38 & dec40; canx 20sep41 as w/o
113	CCCP-L113	ANT-9	Aeroflot	rgd	05oct31	the first ANT-9 with 3 M-26 engines; equipped with a cabin heating; made a cold-weather proving flight via Tobolsk to Obdorsk (on the Ob' river) starting 31jan31; in dark green c/s with light blue undersides
	CCCP-E27	ANT-9	AFL/NII GVF	rgd	02sep32	in natural metal c/s with dark trim; used for development and experiments; converted by NII GVF to 2 M-17 engines (as the first ANT-9); f/f as such 11sep32; made a proving flight Moscow-Kiev 18oct32; state trials completed 10feb33
114	CCCP-L118	ANT-9	Aeroflot	rgd	15feb32	was initially allocated c/n 118, changed to 114; converted by TsARB GVF in Moscow to 2 M-17 engines (as the second ANT-9) feb33; in documents 30jun39 & 01mar40
115	CCCP-L119	ANT-9	Aeroflot	rgd	06nov31	with 3 M-26 engines; used for experimental work on the oil system dec31; later with 2 M-17B engines; in document may33
	CCCP-M20	ANT-9	Aeroflot	rgd	unknown	operated on the Moscow-Prague route in 1936
	CCCP-L119	ANT-9	Aeroflot	rgd	unknown	l/n 1938; in documents mar39 & jul41
116	CCCP-L120	ANT-9	Aeroflot	rgd	06nov31	w/o 31aug33
117	CCCP-L121	ANT-9	Aeroflot	rgd	06nov31	with 3 engines; in documents jun38
118	CCCP-L122	ANT-9	Aeroflot	rgd	06nov31	w/o 03oct33
119	CCCP-L116	ANT-9	Aeroflot	rgd	26jul31	with 3 engines; in natural metal c/s with dark trim; w/o 28feb32; canx 01jun32
120	CCCP-L114	ANT-9	Aeroflot	rgd	26jul31	reduced to spares
121	CCCP-L115	ANT-9	Aeroflot	rgd	23jul31	w/o 16sep33
122	not known	ANT-9	not known	mfd	1931	
	URSS-D313	ANT-9	Deruluf	rgd	10jun36	with 3 J6 engines; named 'Golub' (dove); returned to Aeroflot in 1937
	CCCP-L194	ANT-9	Aeroflot	rgd	08oct37	photo exists
123	CCCP-L123	ANT-9	Aeroflot	rgd	06nov31	
124	CCCP-L124	ANT-9	Aeroflot/Georgia	rgd	06nov31	w/o 17may33; the following was reported for CCCP-L124, but this cannot be correct: opb 247 ao; used on the Taman peninsula in early 1942; damaged 24jan42 when got caught in a bomb crater at an unknown airfield, but repaired
125	no reg	ANT-9	Agit-Eskadrilya	photo		with 2 engines; received a special crocodile-style nose at Factory No. 84 in spring 1935; used by the 1st flight of the "Maksim Gorki" propaganda squadron; in red c/s with grey trim and 'Agit-Eskadrilya im. M. Gorkogo' titles, named 'Krokodil' after a popular satirical magazine; l/n Obninskaya jun38; the unit was disbanded in 1939
	CCCP-L125 (2)	ANT-9	Aeroflot	rgd	31aug42	see c/n 126
126	CCCP-Sh672	ANT-9	GVF flying school	rgd	late 32	used for training
	CCCP-E28	ANT-9	AFL/NII GVF	rgd	04sep32	
	CCCP-L125 (1)	ANT-9	Aeroflot	rgd	13mar33	with 3 engines; w/o 1938; canx 08sep38; reportedly still in document dec41; see c/n 125
127	CCCP-L126	ANT-9	Aeroflot	rgd	06nov31	with 3 engines; used for experimental work on the oil system dec31
	CCCP-Sh668	ANT-9	GVF flying school	rgd	05aug32	
	CCCP-L126	ANT-9	Aeroflot	rgd	15nov33	canx 20sep36
128	CCCP-L127	ANT-9	Aeroflot	rgd	21jun32	in document 02jun37
129	CCCP-L128	ANT-9	Aeroflot	rgd	unknown	
	CCCP-L128	ANT-9	AFL/NII GVF	trf	mar32	used for development and experiments; crashed, details unknown; canx 15may32
130	CCCP-L129	ANT-9	Aeroflot	rgd	10may33	in document mar40
131	CCCP-Sh669	ANT-9	GVF flying school	rgd	09aug32	
	CCCP-L130	ANT-9	Aeroflot	rgd	10may34	w/o 27jul34
132	CCCP-L131	ANT-9	Aeroflot	rgd	31jul32	in document jun33
	CCCP-N131	ANT-9	Aeroflot	rgd	17aug33	Latin 'N' in registration
133	CCCP-L132	ANT-9	Aeroflot	rgd	11may32	in document in 1933; canx, date unknown
134	CCCP-L133	ANT-9	Aeroflot	rgd	29may32	in document 21dec37
135	URSS-D310	ANT-9	Deruluf	rgd	07apr33	with 3 J6 engines; named 'Oryol' (eagle); in natural metal c/s with dark trim
	CCCP-L134	ANT-9	Aeroflot	rgd	25sep36	in document aug38
136	CCCP-L135	ANT-9	Aeroflot	rgd	17may32	w/o 02jul32; scrapped 14sep32; canx 02nov32
137	CCCP-L136	ANT-9	Aeroflot	rgd	13jul32	w/o 04oct34
138	CCCP-L137	ANT-9	Aeroflot	rgd	29jun32	rgd again 15sep33; damaged feb38 when was hijacked by an armed passenger and force-landed in Iran, but repaired; in document jul39
139	CCCP-Sh673	ANT-9	GVF flying school	rgd	16sep32	
	CCCP-L138	ANT-9	Aeroflot	rgd	26aug35	in document oct40
140	CCCP-L139	ANT-9	Aeroflot	rgd	13jul32	w/o 25feb34
141	CCCP-Sh671	ANT-9	GVF flying school	rgd	19aug32	
	CCCP-L140	ANT-9	Aeroflot	rgd	unknown	in document jul37
142	CCCP-L141	ANT-9	Aeroflot	rgd	27may32	canx 17mar39
143	URSS-D308	ANT-9	Deruluf	rgd	11apr32	with 3 J6 engines; named 'Chaika' (seagull); photo exists; in document dec36
	CCCP-L142	ANT-9	AFL/Tajikistan	rgd	31may37	canx 18jul41 as worn-out
144	CCCP-L143	ANT-9	Aeroflot	rgd	29dec32	
	CCCP-L143	ANT-9	AFL/NII GVF	trf	jun32	w/o 02mar33
145	CCCP-L144	ANT-9	Aeroflot	res		not taken up
	URSS-D309	ANT-9	Deruluf	rgd	11apr32	with 3 J6 engines; in natural metal c/s with black trim
	D-2831	ANT-9	Deruluf	rgd	oct33	w/o 22oct34 on a flight from Königsberg to Moscow when the (Soviet) crew lost orientation in bad visibility, the aircraft hit trees and crash-landed 5 km from Shakhovskaya, both crew members and the sole passenger injured
146	CCCP-Sh670	ANT-9	GVF flying school	rgd	19aug32	opb 3-ya obyedinyonnaya shkola pilotov i tekhnikov GVF; in natural metal c/s with black trim; photo at Krasnoyarsk in 1933; canx 26dec3. (probably 26dec33)
	CCCP-L145	ANT-9	Aeroflot	rgd	unknown	

	no serial	ANT-9	Turkish Air Force	d/d	oct33	with 2 M-17F engines; presented by Soviet leader Kliment Voroshilov on behalf of the Soviet government to Turkish leader Mustafa Kemal Atatürk after a good-will flight to Ankara 29oct33; based at Yesilköy; in natural metal c/s with dark trim, Red Star on nose
	TC-ANT	ANT-9	THP	no	reports	Türk Hava Postaları (Turkish Air Mail); not TC-HRT as given sometimes; trf by the Turkish Air Force after half a year; damaged during landing and wfu in 1936
147	CCCP-L146	ANT-9	Aeroflot	rgd	02jun32	with 3 engines; photo at Undala; in document oct40
148	CCCP-L147	ANT-9	Aeroflot	rgd	20jul32	named 'Podarok XVII syezdu' (Gift to the 17th Party Congress); w/o jun37; canx 17jul37
149	CCCP-L148	ANT-9	Aeroflot	rgd	15may32	trf to the "Maksim Gorki" propaganda squadron mar33
150	CCCP-L149	ANT-9	Aeroflot	rgd	13may32	w/o 15jun34; canx 20sep34
151	CCCP-L150	ANT-9	Aeroflot	rgd	10jul33	w/o 18aug33
152	CCCP-Sh667	ANT-9	MOTS	rgd	11aug32	Moskovski aviatehnikum spetsluzhby; with 3 engines; in natural metal c/s with black trim; in document 18feb33; photo in magazine "Samolyot" No. 4/1933
	CCCP-L151	ANT-9	Aeroflot	rgd	29nov33	canx 20sep36
153	CCCP-L152	ANT-9	Aeroflot	rgd	09aug33	canx 28feb39
154	CCCP-L153	ANT-9	Aeroflot	rgd	05oct34	canx 12dec40
155	CCCP-L154	ANT-9	Aeroflot	rgd	08aug33	w/o 25feb34
156	CCCP-L155	ANT-9	Aeroflot	rgd	07feb34	canx 04may36
157	CCCP-L156	ANT-9	Aeroflot	rgd	22aug34	w/o 18jul39; canx 14nov39
158	CCCP-L157	ANT-9	Aeroflot	rgd	25jun34	in document mar40
159	CCCP-L158	ANT-9	Aeroflot	no	reports	c/n not confirmed; in documents jul35 & jan37
160	CCCP-L159	ANT-9	Aeroflot	res		not taken up
	URSS-D311	ANT-9	Deruluf	rgd	23may34	with 3 J6 engines; named 'Yastreb' (falcon); w/o 06nov36 on a flight from Berlin to Moscow with 3 crew and 11 (?) passengers when crashed near Moscow, 9 occupants killed and 5 injured
161	CCCP-L160	ANT-9	AFL/Central Asia	rgd	16jun34	with 2 M-17 engines; in natural metal c/s with blue trim; photo in 1934
	CCCP-L160	ANT-9	GVF			w/o 06jan40 when collided on landing with TB-3 c/n 22583 of 3 tbap of the Soviet Air Force; canx 20jun40

5 ANT-9 built by Factory No. 31 at Taqanrog in 1932

162	CCCP-L161	ANT-9	Aeroflot	rgd	28may34	in document apr41; w/o 1941
163	CCCP-L162 ?	ANT-9	Aeroflot ?	no	reports	just surmised
164	CCCP-L163	ANT-9	Aeroflot	rgd	09may34	canx 08sep38
165	CCCP-L164	ANT-9	Aeroflot	rgd	17may34	w/o 29dec35; canx 1935
166	CCCP-L165	ANT-9	Aeroflot	rgd	03jul34	in document apr41; w/o 1941

24 ANT-9 built by Factory No. 89 GU GVF "Zavod imeni Goltsmana" at Moscow from 1934 to 1935 from parts manufactured by Factory No. 31

8 ANT-9 built by Factory No 84 at Moscow-Khimki from 1934 to 1935 from parts manufactured by Factory No. 31

2 ANT-9 rebuilt by Factory No. 81 at Moscow-Tushino in 1934

ANT-9 from unknown factories and with unknown construction numbers

167	CCCP-L166	ANT-9	Aeroflot	rgd	28nov33	in document 20apr37
168	CCCP-L167	ANT-9	Aeroflot	rgd	22jul35	canx 04may37
169	CCCP-L168	ANT-9	Aeroflot	rgd	22nov34	in document nov38
170	CCCP-L169	ANT-9	Aeroflot	rgd	09oct35	in document may40
171	CCCP-L170	ANT-9	Aeroflot	rgd	27jan35	transported mechanics and spare parts for the repair of ANT-9 CCCP-L137 to Iran feb38; canx 29may41
172	CCCP-N171	ANT-9	Aeroflot	rgd	27apr35	Latin 'N' in registration
	CCCP-L171	ANT-9	Aeroflot	rgd	unknown	
173	CCCP-L172	ANT-9	Aeroflot	rgd	20nov35	canx 09oct37
174	CCCP-L173	ANT-9	Aeroflot	rgd	10may34	canx 04jul35
175	CCCP-L174	ANT-9	Aeroflot	rgd	09sep35	w/o probably 17aug35
176	CCCP-L175	ANT-9	Aeroflot	no	reports	not confirmed
177	CCCP-L176	ANT-9	Aeroflot	rgd	16aug34	canx 28aug37 (possibly crash-landed during a supply flight from Tashkent to the East Turkestan Republic in late jul37)
178	CCCP-L177	ANT-9	Aeroflot	rgd	02sep34	was initially allocated c/n 176, changed to 178; with 2 M-17 engines; photo exists; canx 26feb41
179	CCCP-L178	ANT-9	Aeroflot	rgd	23dec34	canx 14jan41
180	CCCP-L179	ANT-9	Aeroflot	rgd	08may35	with 2 M-17 engines; photo at Stalinabad 1936; in document feb40
181	CCCP-L180	ANT-9	Aeroflot	rgd	16aug34	in document dec40
182	CCCP-N181	ANT-9	Agit-Eskadriya	h/o	sep33	c/n not confirmed; with 2 M-17 engines; Latin 'N' in registration; used by the "Maksim Gorki" propaganda squadron; named 'Krestyanskaya gazyeta' (Farmers' newspaper)
183	CCCP-L182	ANT-9	Aeroflot	rgd	23jan35	in document mar39
184	CCCP-L183	ANT-9	Aeroflot	rgd	04jul34	severely damaged 23may36, but possibly repaired; reportedly wfu 1942 with t/t 5,205 hours
185	CCCP-L184	ANT-9	Aeroflot	rgd	04jul34	in document jun41
186	CCCP-L185	ANT-9	Aeroflot	rgd	22oct35	photo with 3 engines; in dark green c/s with light blue undersides; rgd again 17aug38; damaged nov39, possibly dbr
187	CCCP-S186	ANT-9	Aeroflot	rgd	20aug35	Latin 'S' in registration
	URSS-S186	ANT-9	Aeroflot	photo		with 2 M-17F engines; in natural metal c/s, no titles
	CCCP-L186	ANT-9	Aeroflot	rgd	unknown	canx sep38 (probably 03sep38)
188	CCCP-L187	ANT-9	Aeroflot	rgd	02sep34	in document mar40
189	CCCP-L188	ANT-9	Aeroflot	rgd	03aug34	
190	CCCP-L189	ANT-9	Aeroflot	rgd	11nov34	built by Factory No. 89; with 2 M-17 engines; w/o apr37; canx 04may37; the following was reported for CCCP-L189, but this cannot be correct: dbr 15feb42 on finals to Frunze when both engines failed in-flight and the aircraft force-landed on irrigation ditches, no casualties
191	CCCP-L190	ANT-9	Aeroflot	rgd	11nov34	built by Factory No. 89; canx 25jul38
192	CCCP-L191	ANT-9	Aeroflot	rgd	17oct34	canx 14jan41
193	CCCP-L192	ANT-9	Aeroflot	rgd	02oct34	w/o 20sep36; canx 27sep36
194	CCCP-L193	ANT-9	Aeroflot	rgd	23jan35	built by Factory No. 89; w/o; canx 09apr35
---	URSS-M26	ANT-9	AFL/International	rgd	unknown	not confirmed; operated on the Moscow-Prague route in 1936; in document 17jan37
---	URSS-M27	ANT-9	AFL/International	rgd	unknown	operated on the Moscow-Prague route in 1936; in documents jul36 & aug37
---	not known	ANT-9	AFL/West Siberia	rgd	unknown	with 3 J6 engines; w/o 21nov32 when crashed at Sverdlovsk
---	not known	ANT-9	Aeroflot	w/o	1934	when crashed on the first unaccompanied ANT-9 flight of an inexperienced pilot who did not have a valid licence, both crew members and all 8 passengers killed
---	not known	ANT-9	Aeroflot	w/o	27jul36	on landing at Kulyab when the undercarriage broke due to fatigue, all occupants killed
---	not known	ANT-9	Aeroflot			opb 8 otrap; was probably the last operational ANT-9; w/o jul/aug44 when was shot down by Ukrainian Bandera nationalists somewhere in Ukraine

Tupolev ANT-14

The ANT-14 was a further development of the ANT-9, powered by five Gnome-Rhône "Jupiter" 9Axx engines. It could carry 36 passengers and was to be used on the Moscow-Vladivostok route. The GVF intended to order 30 examples in 1932, but the aviation industry was overloaded with military orders, so the GVF order was rejected and the ANT-14 remained in prototype stage.

1 ANT-14 prototype built by AGOS TsAGI at Zhukovski in 1931

---	CCCP-L1001	ANT-14	TsAGI	f/f	14aug31	prototype, with 5 Gnome-Rhône "Jupiter" 9Axx engines; in register without c/n; trials completed in spring 1932
	CCCP-L1001	ANT-14	AFL/NII GVF	trf	nov32	underwent experimental airline service with Dobrolyot
	CCCP-N1001	ANT-14	Agit-Eskadriya	trf	17mar33	Latin 'N' in registration (photo proof of prefix); used by the "Maksim Gorki" propaganda squadron; named 'Pravda' (truth) 27mar33 after the leading Soviet newspaper
	URSS-N1001	ANT-14	Agit-Eskadriya	BUH	27oct35	visited an international aviation meeting at Bucharest; photo proof of prefix
	CCCP-N1001	ANT-14	Agit-Eskadriya	photo		last flight according to one source 03feb37; according to other sources, the aircraft soldiered on until after the disbandment of the unit mar39 and was wfu in 1942; more than 1,000 cycles; was used as a cinema in Gorki Park in Moscow for some time (with the registration CCCP-N1001 painted on); later scrapped

Tupolev ANT-16 (TB-4)

The ANT-16 was a further development of the ANT-6 (TB-3), but it was much larger and was powered by six instead of four Mikulin M-34 engines. Design of the type started in March 1930 and final assembly of the prototype in February 1933. It flew first on 3 July 1933 and started state trials on 29 September. 288 of these heavy bombers were planned to be built until late 1937, but the trials showed that the aircraft was not able to reach the performance data required by the Soviet Air Force. So the programme was stopped in November 1933. Instead, a military version of the ANT-20 "Maksim Gorki" was to take over the heavy bomber task.

2 TB-4 prototypes built by AGOS TsAGI at Moscow-Lefortovo in 1933

---	no code	TB-4 6M-34	TsAGI	f/f	03jul33	first prototype, with 6 M-34R engines; assembled at Khodynka; started state trials 29sep33, which it did not pass; used by TsAGI for trials for the ANT-20 programme
---	--	TB-4	--			second prototype; construction started aug32, readiness reached 17 % by jan33; construction stopped 02jul33, some assemblies used to build the ANT-20 prototype

Tupolev ANT-20 (PS-124) "Maksim Gorki"

The ANT-20 was a further development of the ANT-16 (TB-4) which was to be used as a passenger aircraft, a bomber and a 'propaganda' aircraft. It was the largest and heaviest aircraft of the world in the mid-1930s and was named 'Maksim Gorki' after a famous Soviet writer. The prototype was powered by eight Mikulin M-34FRN engines and was to be used by the "Maksim Gorki" propaganda squadron. Efforts to develop a bomber version of the "Maksim Gorki" were stopped in mid-1935. A total of 16 ANT-20bis (PS-124) passenger aircraft with six M-34FRNV engines were to be built by Factory No. 124 at Kazan-Borisoglebskoye, and all of them were already allocated names. However, there was a lack of material, equipment, specialists and also will. And the situation was aggravated by the fact that A.N. Tupolev and the designer responsible for the type, B.A. Saukke, were declared 'enemies of the people' and imprisoned in 1937/38. In the end, only a single PS-124 was built...

1 ANT-20 prototype built by ZOK TsAGI at Moscow-Lefortovo in 1934

---	CCCP-L759	ANT-20	TsAGI	mfd	31mar34	sole prototype, with 8 M-34FRN engines; in register without c/n; named 'Maksim Gorki' after a famous Soviet writer; construction started 04jul33; disassembled and transported to Khodynka 01/03apr33; r/o 17apr34; f/f 17jun34 from Khodynka; in natural metal c/s with red (or dark green) uppersides, registration not painted on; took part in the air parade over Red Square in Moscow 19jun34; factory trials started 22jun34
	CCCP-N20	ANT-20	Agit-Eskadriya	h/o	18aug34	Latin 'N' in registration; named 'Maksim Gorki'; in natural metal c/s with red (or dark green) uppersides; h/o to the "Maksim Gorki" propaganda squadron on paper only 18aug34, the real h/o was planned for 18may35; made only 12 flights in 1935 (26apr/16may35); w/o 18may35 on an acceptance flight from Khodynka (with distinguished TsAGI employees and their family members on board) along with 2 small Polikarpov planes when Polikarpov I-5 c/n 4304 which had executed a loop manoeuvre around the ANT-20 collided with the ANT-20 and both aircraft crashed into the Sokol low-rise residential neighbourhood close to Khodynka airfield, all 11 crew and 37 passengers plus the I-5 pilot and 9 persons on the ground killed

1 ANT-20bis (PS-124) built by Factory No. 124 at Kazan-Borisoglebskoye in 1939

---	CCCP-L760	PS-124	Aeroflot	f/f	15may39	the sole production aircraft, initially with 6 M-34FRNV engines; in register without c/n; factory trials completed 13jul39; rgd 16jul39; h/o 12aug39; in natural metal c/s without any markings apart from the registration; conducted a proving flight from Moscow to Mineralnyye Vody 17may40, operated on the Moscow-Mineralnyye Vody route 05jun40/dec40; re-engined with 2 AM-35 engines on positions Nos. 3 & 4 dec40; on charge of Eskadriya osobogo naznacheniya Moskovskogo aeroporta dec40/nov41, but not used received a mottled green camo c/s on the uppersides and Red Stars; w/o 14dec42 on the leg from Chardzhou (now Türkmenabat) to Tashkent of a flight from Urgench to Tashkent when the captain gave the controls to a pilot who was on board as a passenger, this pilot actuated the electro-mechanical trimmer of the horizontal stabiliser by mistake while the aircraft was flying at a height of some 500 metres, the aircraft started to descend, eventually entered a steep dive and crashed at an angle of some 80 degrees in the steppe 3 km north-east of the Pakhta-Aral state farm (86 km south-west of Tashkent airport), all 10 crew and 26 passengers killed; t/t 698 hours
	CCCP-L760	PS-124	GVF/Uzbekistan-TAS	trf	nov41	

Tupolev ANT-22 (MK-1)

The MK-1 (for morskoi kreiser - maritime cruiser) was a flying boat in katamaran configuration, powered by six Mikulin M-34R engines. It was to carry up to six tonnes of bombs, but the engines did not provide sufficient power, so that the aircraft was not able to reach the performance data required by the Soviet Navy. Apart from that, operation and maintenance of such big flying boats required considerable resources. Hence the programme was stopped in autumn 1935.

1 ANT-22 prototype built by ZOK TsAGI at Moscow-Lefortovo in 1934

---	no code	ANT-22	TsAGI	f/f	08aug34	prototype, with 6 M-34R engines; transported (in disassembled state) by rail to the TsAGI seaplane base at Sevastopol jul34; completed factory trials 08may35; underwent state trials 27jul/15aug35, which it did not pass; established a world record 08dec36, lifting a load to 10 tonnes up to 1,942 metres; wfu 1937
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Tupolev ANT-26 (TB-6)

The TB-6 was the largest in the planned fleet of heavy bombers. It was to be powered by six Serdyukov M-44 engines (in the absence of these by twelve Mikulin M-34FRN engines) and would have had a wing span of 95 metres. Production of the TB-6 was to have taken place at Factory No. 124 at Kazan-Borisoglebskoye which was specially built for this purpose. However, work on the project was stopped in July 1934, before construction of the prototype started. Only a scaled-down two-seat glider with a wing span of some 20 metres (designated 'Planyor TB-6') was built which underwent trials with TsAGI in May 1935 (it was towed by a Polikarpov R-5).

Tupolev ANT-27 (MDR-4 & MTB-1)

The MDR-4 (later redesignated MTB-1) was a flying boat used for reconnaissance and as a bomber. Its design was based on the Chetverikov MDR-3 which was improved by the KOSOS TsAGI team headed by Tupolev. The performance data of the MTB-1 were mediocre, but the Soviet Navy urgently needed a large flying boat, so a series of 15 was built by Factory No. 31 at Taganrog in 1936/37, and the type was commissioned by the Navy in early 1936. The sole unit equipped with the MTB-1 was 124 mte (heavy maritime squadron) of the Black Sea Fleet at Sevastopol, but the type was rarely used (probably 11 of the 15 MTB-1s were just stored), and as early as November 1937 an order was issued to withdraw it from use in 1938. No MTB-1 was on charge by 1939. The planned passenger version MP-3 (which was to carry 14 passengers) never left the drawing board.

2 ANT-27 prototypes built by ZOK TsAGI at Moscow-Lefortovo in 1934

---	no code	ANT-27	TsAGI	mfd	07mar34	first prototype, with 3 M-34R engines; built using some parts of the disassembled MDR-3 prototype; transported (in disassembled state) by rail to the TsAGI seaplane base at Sevastopol starting 10mar34; f/f 08apr34; w/o 16apr34 during the take-off run for a test flight (using a common at the time technique which turned out to be dangerous for the type) when encountered high sea swell after leaving a bay and broke up, all 4 crew killed
---	no code	ANT-27bis	TsAGI	mfd	29sep34	second prototype, initially with 3 M-34R engines; construction started 05may34; transported (in disassembled state) by rail to the TsAGI seaplane base at Sevastopol; f/f 29oct34; completed factory trials 08mar35; underwent state trials 07apr/01jun35; re-engined with 3 M-34R engines may35; w/o 23sep35 when part of the textile skin of the wing came off, the pilot made an emergency landing, but the flying boat touched down very fast, veered off course, hit a rock and caught fire, 3 crew members killed

15 MTB-1 built by Factory No. 31 at Taganrog in 1936/37

31 04	not known	MTB-1	Soviet Navy	mfd	1936	first production aircraft; started state trials 29apr36; opb 124 mte at Sevastopol
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Tupolev ANT-35 (PS-35)

The PS-35 stood in direct competition with the PS-84 (later Li-2). Both had the same engines, but the PS-84 was able to carry double the payload of the PS-35. So only a small series was built.

2 ANT-35 prototypes built by ZOK TsAGI (later Factory No. 156) at Moscow-Lefortovo from 1936 to 1937

035	URSS N035	ANT-35	OKB Tupolev	mfd	01aug36	first prototype; with Gnome-Rhône 14Ksrd "Mistral Major" engines; registration without hyphen (Latin 'N' in registration); construction started jan36; f/f 20aug36; made a test flight MOW-LED-MOW 15sep36; rgd
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URSS-M129	ANT-35	AFL/International	rgd	03jul37	08oct36; flew MOW-LBG 04/05nov36 and was displayed at the XV Paris Air Show, returned to Moscow 25dec36; trials completed may37; re-engined with M-85 engines c/n changed to 7335; used on the MOW-BMA route from autumn 1937; w/o 1937; canx 1938
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8 PS-35 built by Factory No. 22 GUAP NKTP at Moscow-Fili from 1937 to 1939

1/0	CCCP-L2482	PS-35	AFL/Ukraine	rgd	10dec40	with M-62IR engines; tested by AFL/NII GVF until 1940; canx dec41
2/0	URSS-M133	PS-35	AFL/International	rgd	13jul38	with Wright SGR-1820-G2 "Cyclone" engines; used on the MOW-BMA route jul38/aug38; canx 08dec39
	CCCP-L2483	PS-35	AFL/Ukraine	rgd	03aug40	with M-62IR engines; photo exists
	CCCP-L2483	PS-35bis	GVF			opb Kievskaya OAG GVF at Tbilisi as of nov42; w/o 11nov42 on a flight from Baku to Tbilisi when the pilot cut the route short, the aircraft entered clouds and crashed at a height of some 800 metres into a mountain (some 900 metres) near Dzheirankhechmaz (Shemakha district of Azerbaijan), all 5 crew killed and the sole passenger slightly injured
3/0	URSS-M131	PS-35bis	AFL/International	mfd	01may37	improved version with larger fuselage, with Wright SGR-1820-G2 "Cyclone" engines; rgd 28jul37; used on the MOW-BMA route from 01sep37; new CoFr issued 08mar38; damaged 19aug38 on take-off from Stockholm-Bromma when overran and came to rest in a ditch, no casualties; repaired
	CCCP-L2484	PS-35bis	AFL/Ukraine	rgd	28jun40	mfd given as 28jul40 in the accident report; with M-62IR engines
	CCCP-L2484	PS-35bis	GVF			opb Kievskaya OAG GVF as of feb42; w/o in the early hours of 22feb42 on a flight from the temporary airfield near the sovkhos (state farm) "Krasny Oktyabr" in the Vorontsovka district of the Voronezh region in support of the Political Directorate of the South-Western Front when took off against the wind, but in the wrong direction given the location of the airfield, collided with trees on the perimeter of the airfield and crashed, 1 of the 4 crew killed and all 3 survivors injured (2 of them seriously); t/t 484 hours
4/0	URSS-M134	PS-35	AFL/International	rgd	01jun38	with Wright SGR-1820-G2 "Cyclone" engines; used on the MOW-BMA route jul38/aug38; photo exists
	CCCP-L2485	PS-35	AFL/Ukraine	rgd	28jun40	with M-62IR engines; trf to 7 op GVF in 1942
5/0	CCCP-L2486	PS-35	Soviet Air Force	no	reports	
6/0	CCCP-L2487	PS-35	AFL/Ukraine	rgd	17nov39	with M-62IR engines; underwent state trials 28oct39/15may40; canx dec41
7/0	CCCP-L2488	PS-35	AFL/Ukraine	rgd	17aug40	with M-62IR engines; trf to 7 op GVF in 1942
8/0	CCCP-L2489	PS-35	AFL/Ukraine	rgd	03aug40	with M-62IR engines; canx dec41

Tupolev ANT-40 (SB & PS-40 & PS-41) & Arkhangelski Ar-2 & Avia B-71

Within the Tupolev Design Bureau. Work started in late 1933, and the prototype flew first on 7 October 1934. The SB was initially powered by two Klimov M-100 engines (a licence-built version of the Hispano-suiza HS-12Ybrs) and was able to outrun the best contemporary fighter aircraft when it entered service in 1936. In July 1938 the first SB was equipped with improved M-103 engines, and starting from batch 96 all aircraft received these engines. But the modified water and oil coolers with reduced head resistance (similar as on the Yakovlev fighters) were introduced only with batch 221 in autumn 1939. This means that the early SB 2M-103s cannot be identified by the coolers! The last modification of the SB range which was accepted for series-production was the Ar-2 (initially SB-RK) with two M-105R engines which started trials in 1940 and saw limited production only as it was outdated by 1941.

Some 6,750 examples of all SB variants (plus less than 200 Ar-2s) were produced between 1936 and 1941 - no other Tupolev aircraft was built in larger numbers. Production peaked in 1937/38 when up to 13 SBs were built a day. Irrespective of these large numbers, only two SBs survived until this day, a wreck which was restored in the early 1980s and is displayed at Monino now and an aircraft which is preserved in the Naval Aviation Museum at Sazonovo.

In June 1941, when Germany invaded the Soviet Union, while re-equipment with more modern aircraft such as the Pe-2 had begun, 94 % of the Soviet operational bomber force was still equipped with SBs. Many were lost on the ground during the first day of the war. The SBs that survived the carnage continued to be poorly used, many being frittered away in unescorted low-level attacks against German tanks, where the SB's relatively large size and lack of armour made it highly vulnerable to German light Flak, while German fighters continued to take a heavy toll. Within a few days, losses forced most of the remaining SBs to switch to night attacks. By December 1941 almost all of the SBs had either been replaced or lost. Some SBs continued in use for non-combat roles such as supply dropping, glider towing and training, while remaining in use in the Far East until 1945.

The first civil version of the SB was the PS-40 which was developed in 1937. Three compartments for mail and freight were arranged in the fuselage, but the aircraft could also be fitted out as a six-seat passenger transport. Many PS-40s retained the nose and dorsal glazing of the standard SB, but others had metal fairings instead. PS-40s were fitted with three different engine types: the M-100, the M-100A and the M-103. The last PS-40s entered service in 1940, and in the same year the GVF started to take delivery of the improved models PS-41 (powered by two M-103U engines) and PS-41bis (powered by two M-103A engines) which were mainly used as mail carriers. In total about 175 PS-40s and PS-41s carried civil registrations. Some 80 of them were new-built aircraft, while the rest was modified from SBs by Factory No. 89 GU GVF at Moscow (37 PS-40s in 1938/39 and 42 PS-41s in 1940). During WWII the PS-40s and PS-41s were used as liaison aircraft, offering a fast way of communication with the military headquarters at the front. 36 PS-40s and PS-41s remained in regular GVF service by the end of 1942, supplemented by 18 PS-40s which were used for training by the GVF Flying Schools.

Republican Spain was the first export customer of the SB, receiving its first aircraft at a time when less than two hundred SBs had been produced. It seems that a total of 92 SB 2M-100s and SB 2M-100As were delivered to Spain in three batches, arriving by sea on 15 October 1936 (30), in June 1937 (31) and in spring 1938 (20 in April and 11 in May). It is, however, possible that there was an additional shipment of 31 in October 1937 and the total number of SBs reached thus 123. 50 SB 2M-103s were reportedly shipped to Spain in January/February 1939, but did not reach their destination as the Republican forces had surrendered in the meantime. The type was nicknamed "Katiuska" in Spain (after the main character of the popular Spanish zarzuela "Katiuska" from 1931) and received the type code BK (for bombardero Katiuska). The first batch of probably 16 SBs (SB 2M-100s) arrived in crates on board of the steamer "Stary Bolshevik" in the port of Cartagena on 15 October 1936, followed by 14 more on board of the steamers "Volgo-Les" and "KIM". The aircraft were assembled by work teams from Factory No. 22 at Los Alcázares and San Javier starting on 16 October, and 22 had been assembled by 1 November. Two SBs were severely damaged by German bombs during assembly and had to be cannibalised for spares. Flying with the Aviación Militar at Albacete-Los Llanos started on 27 October, and the first - unsuccessful - combat mission was flown by two aircraft from Tomelloso one day later. The second batch of 21 SBs (SB 2M-100As) arrived on board of the steamer "Aldecoa" in the port of Cartagena on 5 June 1937, followed by ten on the steamer "Arteo Mend" (probably on 24 June). These aircraft were assembled at San Javier and Liria.

The Spanish SBs were operated by Grupo nº 12 and later also by Grupo nº 24. 25 aircraft were airworthy as of 20 October 1937 (plus 14 under repair) and only 24 SBs were still on strength as of 1 October 1938. In total 74 "Katiuskas" were lost

during the Spanish Civil War (40 of them to enemy action), which means a quite high rate of attrition. When the war ended on 31 March 1939, 16 SB 2M-100s ended up in the hands of the Nationalists - 13 were surrendered at Madrid-Barajas on 29 March and three escaped to Oran-La Sénia resp. Tigditt in Algeria the same day and were repatriated to Spain later (in addition, one SB had been captured in February 1937 and two more aircraft were rebuilt from hulks later in 1939). These 19 aircraft were overhauled (some were re-engined with Hispano-Suiza HS-12Ybrs engines) and put into the service of the newly founded Ejército del Aire on 15 August 1939 with the type code 20W. They served with Regimiento de Bombardeo nº 13 at Albacete-Los Llanos, but suffered from spares shortages. Only three were airworthy as of 26 April 1943, with four others awaiting repair and ten already having been withdrawn from use. Six aircraft were still on strength on 30 June 1945, but were finally retired in July. The type code for the SB was changed to B.5 on 1 December 1945, but this was just a 'paper exercise'.

The largest foreign operator of the SB was China. The Chinese Air Force received a total of 288 SBs, including at least 3 USB trainers, between 1937 and 1941. An initial delivery of 62 SBs (SB 2M-100As) was made in September/October 1937, with combat operations by Soviet crews starting in December with attacks on Japanese ships on the Yangtze River. A further 60 SBs were delivered in early 1938, these being heavily used to attack Japanese forces during the Battle of Wuhan. Losses were heavy, forcing the Chinese SB units to be temporarily withdrawn from combat. The Soviet units operating the SB over China re-equipped with the Ilyushin DB-3 in 1939, allowing their SBs to be transferred to Chinese units, but the Chinese made limited use of these reinforcements. The Soviet Union supplied a further 100 SBs (SB 2M-103s) in 1941, just before it signed the Soviet-Japanese Neutrality Pact. The SB was gradually phased out of front-line operations against the Japanese with the delivery of more modern American bombers from 1942, being partly replaced by Lockheed "Hudsons" and B-25 "Mitchells". Limited numbers of SBs continued in non-combat use, including operations against opium plantations near the Burmese border, before being used against the Communists when the Chinese Civil War flared up in 1945, being finally withdrawn in 1946. The Chinese designations were SB-2 for the SB 2M-100A and SB-3 or SB-III for the SB 2M-103.

Czechoslovakia received the licence to produce the SB in exchange for granting the Soviet Union the licence for the 80mm Model 1936 mountain gun C5 (granting the licence for the anti-aircraft gun R3 was not related to the SB deal). The contract was signed on 15 April 1937 and provided (together with two follow-up contracts) for the delivery of 61 SBs plus the production of a further 161 aircraft by the Czechoslovakian aviation industry. An SB 2M-100A was delivered to Czechoslovakia as a pattern aircraft in April 1937, with a price tag of 118,400 USD. After undergoing thorough trials, the aircraft was passed on to the Avia factory, where it received Hispano-Suiza HS-12Ydrs engines which were manufactured under licence in Czechoslovakia, Czechoslovakian vz. 30 machine guns and Czechoslovakian instruments. Another two aircraft were delivered in late 1937, while 58 followed between April and 5 August 1938. These aircraft were fitted with HS-12Ydrs engines by Aircraft Repair Factory No. 43 at Kiev and received the Czechoslovakian serial numbers B-71.2 to B-71.61. It was planned that Letov shall produce 40 aircraft (B-71.62 to B-71.101), Aero 50 aircraft (B-71.102 to B-71.151) and Avia 71 aircraft (B-71.152 to B-71.222), among them 60 in the reconnaissance version. However, not a single Czechoslovakian-built aircraft had been delivered when Germany occupied Czechoslovakia in March 1939. In the end, Letov did not take part in the production programme, while Avia built 66 aircraft between 1939 (only 4 aircraft, mass production started only in April 1940) and April 1941 and Aero 45 aircraft between May and November 1940. Most of the licence-built aircraft seem to have been completed in the specially designed target towing versions B-71A and B-71B (at least 20).

Apart from licence-production under German rule, 59 of the 61 Soviet-built B-71s fell into German hands in March 1939. They were ferried to Merseburg in spring 1939, partially by Czech pilots. Two of those used the occasion and fled with two B-71s from Hradec Králove to the Soviet Union on 26 April 1939. The Luftwaffe used probably 144 B-71s for flying training and target towing. They were operated by the following units: Luftdienst-Kommandos 6 (Teil-Kdo 1/6, 2/6), 7 (Teil-Kdo 1/7, 2/7), 11 (Teil-Kdo 1/11, 2/11), 12 (Teil-Kdo 1/12, 2/12), 13 (Teil-Kdo 1/13), 67 (Teil-Kdo 1/67) and 68 (Teil-Kdo 1/68, 2/68, 3/68, 6/68), Ausbildungsgruppe 104, Jagdfliegerschule 4 (at the bases Fürth, Roth and Herzogenaurach), Luftnachrichten-Schule 2 and Kampfgeschwader 200. The last German unit to use the B-71 was probably Luftdienst-Kommando Holland which was formed in September 1940 and redesignated Fliegerzielgeschwader 2 in May 1944.

Germany delivered 24 former Czechoslovakian B-71s to Bulgaria in September 1939. There is no confirmation on reports that a further 18 aircraft were delivered later that year. In Bulgarian Air Force service the type received the name "Zherav"

(crane) and equipped the 1st and 4th squadrons (yato) of the 5th regiment (oriak) at Plovdiv. In order to keep the aircraft airworthy, the Bulgarian War Ministry approached the Soviet Trade Mission in Bulgaria in November 1940, requesting the delivery of spare parts worth 100,000 USD. Apparently, approval was granted, as indicated by a letter from the Deputy Minister of Aviation Industry, P.A. Voronin, dated 24 December 1940. The Bulgarian B-71s were primarily used as trainers, but occasionally also in operations against Yugoslav partisans. The last ten operational aircraft flew their last combat missions as late as November 1944, now against the Germans. Four Bulgarian B-71s were lost in accidents. The Finnish Armed Forces captured eight SBs in 1940, and another 16 were acquired from German war booty depots in 1941/42. Apart from the later SB-8, all of them were reportedly powered by M-103 engines. All these aircraft underwent rework with Valtion lentokonetehdas at Härmälä (near Tampere) before being put into Finnish Air Force service. Their main task were anti-submarine patrols. Finnish SBs claimed three Soviet submarines and a 4,000 tonne merchant ship sunk. Seven aircraft were lost to accidents during the Continuation War, with none being lost in combat. The last Finnish SBs went into storage on 4 April 1945.

The last operator of the type was the Polish Air Force which received 6 USB 2M-105RA trainers (3 of tip 1 and 3 of tip 2) in May 1946. One of the tip 2 aircraft was cannibalised for spares while the other two entered service with the officers school (OSL) at Deblin. The three tip 1 aircraft were put into storage until 1947. The Polish USBs were only used for short hops (with locked landing gear) and training. Three of the aircraft were still on charge in the second half of 1949, and all were withdrawn from use by the end of that year.

There are unconfirmed reports that Hungary bought six former Czechoslovakian B-71s from Germany in 1940 for 1.5 million pengő. These aircraft reportedly received Soviet markings and were used in the bombing of Kassa (now Košice) on 26 June 1941 which served as the reason for Hungary's declaration of war on the Soviet Union.

The construction numbers and registration dates of the civil Soviet aircraft have been taken from the book "Red Stars 6 - Aeroflot origins" by Lennart Andersson, ISBN 978-952-5026-88-7. Many thanks also to Sergei Shchukonin who provided information on hundreds of aircraft.

\$\$\$ ANT-40 prototypes built by ZOK TsAGI at Moscow-Lefortovo in 1934/35

---	no code	ANT-40RTs	ZOK TsAGI	f/f	07oct34	first prototype; powered by Wright "Cyclone" F3 engines; construction started 25apr34; in natural metal c/s, no markings whatsoever; damaged 31oct34 when crash-landed on its 9th flight due to instability; repaired by ZOK TsAGI and underwent a second phase of trials 05feb/31jul35; re-engined with Tumanski M-87 engines, date unknown; later used for tests of new technical solutions (e.g. tests of retractable ski landing gear and Hamilton propellers 21feb/11mar36)
---	no code	ANT-40IS	ZOK TsAGI	f/f	30dec34	second prototype; powered by Hispano-Suiza 12Ybrs engines; construction started 15may34; factory trials completed 21jan35; underwent joint state trials with NII VVS 08/19feb35, which it did not pass; damaged by flutter 03mar35; repaired by ZOK TsAGI and repeated factory trials 09apr/16jun35 and joint state trials with NII VVS 16jun/17jul35, which it did not pass again
---	no code	ANT-40-2	ZOK TsAGI	f/f	1935	third prototype, with NACA ("TsAGI-40") profile instead of ANT-6 profile; also designated ANT-40IS-2; powered by Hispano-Suiza engines; underwent state trials oct35/apr36; h/o to Factory No. 22 GUAP NKTP as a pattern aircraft apr36

5,620 SB built by Factory No. 22 GUAP NKTP at Moscow-Fili from 1936 to 1941

Three different construction number systems were used by Factory No. 22 over time. The first system was used for the first 46 batches and consisted of the factory code (22) and the sequential number of the aircraft (rising from 1 to 820). Batches 1 to 10 contained 10 aircraft each while batches 11 to 46 contained 20 aircraft each. The construction number could be found on the leading edge of the right wing's centre section.

22 1	not known	SB 2M-100	Soviet Air Force	mfd	feb36	first series-production aircraft; underwent military trials 26mar/31jul36
22 2	not known	SB 2M-100	Soviet Air Force	mfd	feb36	underwent military trials 26mar/31jul36
22 3	CCCP-I266	PS-40	NKAP zavod # 84	rgd	25mar38	
22 4	CCCP-Sh1114	ANT-40	1 LU GVF Bataisk	rgd	27dec36	first tested by NII GVF; canx 25feb39
22 5	CCCP-Sh1113	ANT-40	1 LU GVF Bataisk	rgd	25mar37	canx 07may41
22 6	not known	SB 2M-100	Soviet Air Force	mfd	1936	underwent military trials 26mar/31jul36
22 7	not known	SB 2M-100	Soviet Air Force	mfd	1936	underwent military trials 26mar/31jul36
22 8	not known	SB 2M-100	Soviet Air Force	mfd	1936	underwent military trials 26mar/31jul36
22 9	not known	SB 2M-100	Soviet Air Force	mfd	1936	underwent military trials 26mar/31jul36
22 21	CCCP-I188	ANT-40	NKAP zavod # 26	rgd	21oct36	was the first civil ANT-40; based at Rybinsk; presumably used for engine tests; was at first fitted with M-100s and later with M-103s; trf to NKAP zavod No. 16 at Voronezh
22 41	CCCP-Sh1654	PS-40	2 LU GVF Tambov	rgd	10jul40	
22 55	no code	SB 2M-100	Soviet Air Force	Kho	17feb37	
22 82	"7"	SB 2M-100	Soviet Air Force	photo		opb 60 ae; damaged at Voskresenka jan38 when the right main gear collapsed
22 87	not known	SB 2M-100	Soviet Air Force	photo		damaged on take-off from an unknown airfield in the Far East when collided with another aircraft
	CCCP-L689	PS-40	GVF	rgd	29may44	opb 10 atd GVF
22 127	not known	SB 2M-100	NKAP TsAGI	rgd	1939	
22 149	CCCP-L2137	ANT-40	Aeroflot	rgd	25mar37	was the first ANT-40 delivered to Aeroflot; first tested by NII GVF
	CCCP-T2137	ANT-40	GVF Flying School	rgd	unknown	canx probably 05aug40 (month and year not confirmed)
22 161	not known	SB 2M-100	Spanish Republ. AF	mfd	1936	line # 14-01; damaged while being re-flown after assembly at San Javier oct36 because the aileron control cables had been mixed up during assembly, the aircraft crash-landed but was repaired severely damaged on landing at Podlipki 17nov39 when the landing gear collapsed
22 163	not known	SB 2M-100	Soviet Air Force	ph.	17nov39	c/n read off a plate like this; lost in 1941 when was shot down by the Germans and crashed in a swamp on the slope of a hill in the Murmansk region; rebuilt by a workshop in the Moscow region; in mottled olive drab/green over light grey c/s with light grey undersides; preserved in the military museum "Boyevaya Slava Urala" at Verkhnyaya Pyshma from may14, l/n aug14
187	no code	SB 2M-100	Soviet Air Force	mfd	1936	the first SB with M-100A engines
22 200	not known	SB 2M-100A	Soviet Air Force	mfd	dec36	
22 212	CCCP-Sh1280	PS-40	1 LU GVF Bataisk	rgd	25jun38	
22 223	CCCP-Sh1655	PS-40	2 LU GVF Tambov	rgd	10jul40	
22 226	not known	SB 2M-100	Soviet Air Force	no	reports	tested for maximum range 25may36/29jun36
22 234	CCCP-Sh1660	PS-40	2 LU GVF Tambov	rgd	10jul40	
22 235	CCCP-Sh1657	PS-40	2 LU GVF Tambov	rgd	10jul40	
22 256	CCCP-Sh1659	PS-40	2 LU GVF Tambov	rgd	10jul40	
22 273	CCCP-T469	PS-40	KVLP GVF	rgd	30jul40	
22 275	CCCP-T475	PS-40	AFL/Far East	rgd	03dec40	in document jan41
22 276	CCCP-T468	PS-40	KVLP GVF	rgd	30jul40	
22 281	CCCP-T476	PS-40	KVLP GVF	rgd	15oct40	
22 284	CCCP-T470	PS-40	KVLP GVF	rgd	30jul40	
22 286	not known	SB	Soviet Air Force			line # 20-06; opb 50 sbap; w/o 19dec39 when was shot down by a fighter of the Finnish Air Force (pilot: Fortov)
22 316	CCCP-T477	PS-40	AFL/Azov-Black Sea	rgd	19sep40	
318	CCCP-X254	PS-40	NKLP zavod # 1	rgd	25sep39	c/n in register as such, but full c/n should probably be 22318; People's Commissariat for Forest Industry
22 321	CCCP-L693	PS-40	GVF	rgd	29may44	opb 10 atd GVF
22 326	CCCP-Sh1661	PS-40	2 LU GVF Tambov	rgd	10jul40	
22 338	CCCP-Sh1658	PS-40	2 LU GVF Tambov	rgd	10jul40	
22 342	not known	SB	Soviet Air Force			line # 23-02; opb 50 sbap; w/o 03jan40 when did not return from a mission against Finland
345	IE 45	SB 2M-100A	NKAP TsAGI		1939	
347	IE 47	SB 2M-100A	NKAP TsAGI	ph.	27oct39	
22 367	CCCP-Sh1678	PS-40	2 LU GVF Tambov	rgd	20aug40	canx 19dec40
22 369	CCCP-Sh1656	PS-40	2 LU GVF Tambov	rgd	10jul40	
22 436	no code	SB	Soviet Air Force		photo	one of the first SBs equipped with VISH-2 variable pitch propellers
22 407	CCCP-X197	PS-40	NKLP zavod # 1	rgd	06mar41	People's Commissariat for Forest Industry
22 540	CCCP-I258	PS-40	NKAP zavod # 26	rgd	21jan38	
22 549	CCCP-I233	PS-40	NKAP NII-11	rgd	17jul37	operator redesignated zavod No. 326
560	CCCP-L2784	PS-40	AFL/Far East	rgd	02jul40	c/n in register as such, but full c/n should probably be 22560; in document feb41
22 581	not known	SB 2M-100A	Soviet Air Force	photo		damaged by Japanese anti-aircraft artillery near lake Khasan and force-landed in the steppe, left main gear collapsed
22 617	CCCP-Sh1671	PS-40	2 LU GVF Tambov	rgd	10jul40	in document apr41

For the batches 47 to 95, a second construction number system was used. It consisted of the number of the aircraft in the batch, a backslash (not a slash as with Factory No. 125) and the number of the batch (from 1\47 to 20\95). Each batch contained 20 aircraft. This type of construction number was painted on the top part of the fin.

11\47	CCCP-L2440	PS-40	AFL/NII GVF	rgd	09mar38	in document jan39; in natural metal or light grey c/s; photo exists
2\48	not known	SB	Soviet Air Force			line # 48-02; opb 41 sbap; w/o 01dec39 when was shot down by a fighter of the Finnish Air Force
17\48	not known	SB	Soviet Air Force			line # 48-17; opb 41 sbap; w/o 01dec39 when was shot down by a fighter of the Finnish Air Force
6\49	CCCP-T471	PS-40	KVLP GVF	rgd	30jul40	
14\49	CCCP-Sh1664	PS-40	2 LU GVF Tambov	rgd	10jul40	
16\49	CCCP-Sh1663	PS-40	2 LU GVF Tambov	rgd	10jul40	
20\49	CCCP-Sh1662	PS-40	2 LU GVF Tambov	rgd	10jul40	
11\50	CCCP-Sh1665	PS-40	2 LU GVF Tambov	rgd	10jul40	
20\50	CCCP-Sh1666	PS-40	2 LU GVF Tambov	rgd	10jul40	
3\51	CCCP-Sh1667	PS-40	2 LU GVF Tambov	rgd	10jul40	
20\51	CCCP-Sh1668	PS-40	2 LU GVF Tambov	rgd	10jul40	
6\52	CCCP-Sh1669	PS-40	2 LU GVF Tambov	rgd	10jul40	
8\55	CCCP-Sh1691	PS-40	2 LU GVF Tambov	rgd	22oct40	
11\57	not known	SB	Soviet Air Force			opb ZabVO; was left to decay on the airfield of Factory No. 125 at Irkutsk in 1940, suffering from corrosion and cannibalisation
2\58	CCCP-T228	PS-40	1 LU GVF Bataisk	rgd	17may38	canx 23mar39
4\58	CCCP-L2442	PS-40	AFL/Moscow-Irkutsk	rgd	17may38	used for first PS-40 proving and training flights jul38; in document feb41

10\58	CCCP-I343	PS-40	NKAP zavod # 125	rgd	19apr41	c/n given in register as 58/10
15\59	not known	SB	Soviet Air Force			opb 3 ae 5 osap; w/o 01feb40 on a bombing raid against Rovaniemi (Finland) when was shot down by a Gloster "Gladiator" of Lentor 19/F19 of the Finnish Air Force (pilot: Swedish volunteer fänrik Per-Johan Salwén) 78 km north of Rovaniemi, all 3 crew killed
5\62	CCCP-L2443	PS-40	AFL/Moscow-Irkutsk	rgd	13mar38	in document mar39
18\62	CCCP-Sh1681	PS-40	2 LU GVF Tambov	rgd	26aug40	in document jul41
20\64	CCCP-Sh1687	PS-40	2 LU GVF Tambov	rgd	24sep40	
8\65	CCCP-T472	PS-40	KVLP GVF	rgd	10aug40	
16\65	CCCP-Sh1679	PS-40	2 LU GVF Tambov	rgd	26aug40	
2\67	not known	SB 2M-103	Soviet Air Force			opb 137 sbap 1 sad; in green c/s; w/o 26jun41 on a combat mission against Luostari when was shot down and crashed in a forest on the western bank of the Malaya Pechenga river south of Luostari, all 3 crew (commander: Lieutenant Ivan K. Kedun) killed
8\67	not known	SB	Soviet Air Force			line # 67-08; opb 24 sbap; w/o 01dec39 on a mission against Finland when collided in clouds with SB c/n 13\220 of 15 sbapr and crashed
17\67	not known	SB	Soviet Air Force			line # 67-17; opb 24 sbap; w/o 21dec39 when was damaged by a fighter of the Finnish Air Force and crashed on landing, crew (pilot: Dymchenko) killed
18\67	CCCP-Sh1676	PS-40	2 LU GVF Tambov	rgd	15aug40	registration was initially assigned to c/n 16\87
16\68	CCCP-Sh1693	PS-40	2 LU GVF Tambov	rgd	22oct40	
5\69	not known	SB	Soviet Air Force			line # 69-05; opb 54 sbap; w/o 17jan40 when did not return from a mission against Finland, crew (pilot: Tarasov) killed
14\69	CCCP-T473	PS-40	KVLP GVF	rgd	12aug40	
16\69	not known	SB	Soviet Air Force			line # 69-16; opb 24 sbap; w/o 01dec39 when was shot down by a fighter of the Finnish Air Force
20\69	CCCP-Sh1688	PS-40	2 LU GVF Tambov	rgd	24sep40	
20\70	CCCP-Sh1675	PS-40	2 LU GVF Tambov	rgd	15aug40	
4\71	not known	SB	Soviet Air Force			line # 71-04; opb 54 sbap; w/o 17jan40 when did not return from a mission against Finland, crew (pilot: Ivakin) killed
6\71	CCCP-Sh1682	PS-40	2 LU GVF Tambov	rgd	24sep40	
15\71	CCCP-Sh1674	PS-40	2 LU GVF Tambov	rgd	15aug40	in document jul41
2\72	not known	SB	Soviet Air Force			line # 72-02; opb 41 sbap; w/o 01dec39 when was shot down by a fighter of the Finnish Air Force
4\72	CCCP-Sh1689	PS-40	2 LU GVF Tambov	rgd	14oct40	
11\73	CCCP-Sh1670	PS-40	2 LU GVF Tambov	rgd	10jul40	
8\74	CCCP-Sh1672	PS-40	2 LU GVF Tambov	rgd	10jul40	in document may41
11\74	CCCP-T481	PS-40	KVLP GVF	rgd	01oct40	
6\76	CCCP-Sh1677	PS-40	2 LU GVF Tambov	rgd	15aug40	
5\77	CCCP-Sh1650	PS-40	2 LU GVF Tambov	rgd	10jul40	
9\78	not known	SB	Soviet Navy			line # 78-09; opb 57 sbap; w/o 14jan40 on a mission against Finland when crashed due to poor weather (pilot: Romanov) in document jul41
18\78	CCCP-Sh1686	PS-40	2 LU GVF Tambov	rgd	24sep40	
9\79	CCCP-Sh1652	PS-40	2 LU GVF Tambov	rgd	10jul40	
17\79	CCCP-Sh1653	PS-40	2 LU GVF Tambov	rgd	10jul40	
1\80	not known	SB	Soviet Navy			line # 80-01; opb 57 sbap; w/o 01dec39 on a mission against Finland (pilot: Kabanov)
6\81	CCCP-Sh1651	PS-40	2 LU GVF Tambov	rgd	10jul40	
1\83	not known	SB 2M-103	NKAP zavod # 22		photo	'batch 96 SB', pattern aircraft for the second half of 1938, underwent state trials 27jul/19sep38
	CCCP-I458	PS-41	NKAP TsAGI	rgd	03jan43	
2\83	not known	SB 2M-103	NKAP zavod # 22	mfd	25jun38	tested with external fuel tanks by NII VVS 02sep/08oct38; remained with Factory No. 22 afterwards as a pattern aircraft; later fitted with M-105RA engines by Factory No. 26; w/o 26feb43 during a regular flight in adverse weather when entered thick fog 70 km from Buguruslan while flying at low altitude, the left wing hit the ground and the aircraft was completely destroyed in the ensuing crash
11\83	not known	SB 2M-100	NKAP TsAGI		1939	
13\83	CCCP-Sh1683	PS-40	2 LU GVF Tambov	rgd	24sep40	
16\84	CCCP-Sh1690	PS-40	2 LU GVF Tambov	rgd	14oct40	
9\87	CCCP-Sh1692	PS-40	2 LU GVF Tambov	rgd	22oct40	
6\88	CCCP-Sh1673	PS-40	2 LU GVF Tambov	rgd	15aug40	
12\88	CCCP-I277	PS-40	NKAP zavod # 26	rgd	21sep38	the first PS-40 fitted with M-105 engines, underwent trials with them 04/13nov38
12\90	CCCP-Sh1281	PS-40	1 LU GVF Bataisk	rgd	27jun38	
7\91	CCCP-Sh1680	PS-40	2 LU GVF Tambov	rgd	26aug40	
16\91	CCCP-Sh1685	PS-40	2 LU GVF Tambov	rgd	24sep40	
12\93	not known	SB	Soviet Air Force			line # 93-12; opb 54 sbap; w/o 17jan40 on a mission against Finland when crashed near Mustajärvi, crew (pilot: Novoseltsev) killed
1\94	CCCP-T480	PS-40	KVLP GVF	rgd	01oct40	
20\94	CCCP-T482	PS-40	AFL/Azov-Black Sea	rgd	08oct40	in document apr41
5\95	not known	SB	Soviet Air Force			w/o 21feb40 on a bombing raid against Rovaniemi (Finland) when was shot down by a Gloster "Gladiator" of Lentor 19/F19 of the Finnish Air Force, all 3 crew missing in action
6\95	CCCP-L2444	PS-40	AFL/Far East	rgd	11sep38	canx 07apr40
7\95	CCCP-L2445	PS-40	AFL/Moscow-Irkutsk	rgd	17sep38	in document feb41
8\95	CCCP-L2446	PS-40	AFL/Georgia	rgd	11sep38	w/o jan39; canx 28feb39
9\95	CCCP-L2447	PS-40	AFL/Far East	rgd	31aug38	canx 31mar40
10\95	CCCP-L2448	PS-40	AFL/Moscow-Irkutsk	rgd	31aug38	canx 14jun41
11\95	CCCP-L2449	PS-40	AFL/Moscow-Irkutsk	rgd	21aug38	in a document apr41
12\95	CCCP-L2451	PS-40	AFL/Far East	rgd	31aug38	in a document 15sep38
13\95	CCCP-L2450	PS-40	AFL/Moscow-Irkutsk	rgd	28aug38	in a document feb40
14\95	CCCP-L2452	PS-40	Aeroflot	rgd	10aug38	used for training
15\95	CCCP-L2453	PS-40	AFL/Far East	rgd	31aug38	
16\95	CCCP-L2454	PS-40	AFL/West Siberia	rgd	15may39	already in document jul38 !; in document may40
18\95	CCCP-L2455	PS-40	AFL/Moscow-Irkutsk	rgd	11sep38	in document may41
19\95	CCCP-L2456	PS-40	AFL/Moscow-Irkutsk	rgd	16aug38	canx 26jun39
20\95	CCCP-L2457	PS-40	AFL/Far East	rgd	16aug38	

After batch 95, the batches received a new numbering system: a Cyrillic letter was attached to the batch number. The letters A, B, V, G, D, E, Zh, Z, I, K and L were used, resulting in batches 95A to 95L. The construction number consisted of the number of the aircraft in the batch, a backslash and the Cyrillic letter *designating the batch*. Each batch contained 20 aircraft.

16\A	CCCP-L2458	PS-40	AFL/Far East	rgd	02oct38	
17\A	CCCP-L2459	PS-40	AFL/Moscow-Irkutsk	rgd	31aug38	in a document feb40
19\A	CCCP-L2461	PS-40	AFL/Far East	rgd	23nov38	initial c/n 13\B changed to 19\A
20\A	CCCP-L2462	PS-40	AFL/Far East	rgd	08sep38	in a document jul41
15\B	CCCP-L2463	PS-40	AFL/Far East	rgd	23nov38	
16\B	CCCP-L2464	PS-40	AFL/Far East	rgd	23nov38	canx 26feb41
17\B	CCCP-L2465	PS-40	AFL/Northern	rgd	27dec38	canx 10sep39
18\B	CCCP-L2466	PS-40	AFL/Moscow-Irkutsk	rgd	04dec38	already in document jul38 !; in a document jun40
19\B	CCCP-L2467	PS-40	AFL/Moscow-Irkutsk	rgd	04dec38	in a document may41
20\B	CCCP-L2468	PS-40	AFL/Far East	rgd	28nov38	canx 05aug40
12\V	CCCP-L2469	PS-40	AFL/Far East	rgd	23nov38	in document jun41; in natural metal or light grey c/s
4\D	CCCP-L2481	PS-40	AFL/Moscow-Irkutsk	rgd	17dec38	a PS-40 CCCP-L2781 with unknown c/n is in documents feb40 and feb41, but probably in error or misread for CCCP-L2481
6\D	CCCP-L2482(*)	PS-40	AFL/Moscow-Irkutsk	rgd	17dec38	canx 1941; c/n 6\D is in documents feb40 and feb41 as CCCP-L2782, but probably in error or misread for CCCP-L2482
7\D	CCCP-L2479	PS-40	AFL/Azov-Black Sea	rgd	17dec38	in document may41
8\D	CCCP-L2483(*)	PS-40	AFL/Moscow-Irkutsk	rgd	17dec38	
11\D	CCCP-L2480	PS-40	AFL/Azov-Black Sea	rgd	17dec38	
12\D	CCCP-L2472	PS-40	AFL/Moscow-Irkutsk	rgd	04dec38	in document may40
13\D	CCCP-L2473	PS-40	AFL/Moscow-Irkutsk	rgd	01dec38	
15\D	CCCP-L2474	PS-40	AFL/Moscow-Irkutsk	rgd	01dec38	canx 28jun39
16\D	CCCP-L2475	PS-40	AFL/Moscow-Irkutsk	rgd	04dec38	in document jan41
18\D	CCCP-L2460	PS-40	AFL/Moscow-Irkutsk	rgd	04sep38	w/o 20jul39 when encountered a thunderstorm and broke up in mid-air; canx 07apr40
2\Zh	CCCP-N304	PS-40	Polyarnaya Aviats.	rgd	27feb40	registration probably painted on as 'H304'; opb Moskovskaya aviagruppa; flew 14 ice reconnaissance missions 19mar41/01jun41; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41
13\Zh	CCCP-Sh1684	PS-40	2 LU GVF Tambov	rgd	24sep40	
11\Z	no known	SB 2M-103	Soviet Air Force			underwent check trials with the NII VVS in 1938
44\Z	no code	SB 2M-103	Soviet Air Force	dbr	30jun40	on its acceptance flight when the pilot forgot to open the fuel valves of the right-hand side fuel tanks before take-off, so the right engine shut down immediately after take-off, the aircraft banked and the right wing touched the ground, the aircraft rapidly decelerated and the tail broke off
17\I	not known	SB 2M-103	Soviet Air Force	no	reports	underwent state trials 11oct/30dec38

For the batches 96 to 141, the same construction number system was used as for batches 47 to 95. It consisted of the number of the aircraft in the batch, a backslash and the number of the batch (from 1\96 to 20\141). Each batch contained 20 aircraft.

3\94	not known	SB	Soviet Air Force			line # 94-03; opb 54 sbap; w/o 19dec39 when was damaged by Finnish forces and crashed, crew (pilot: Kolupayev) killed
15\96	not known	SB	Soviet Air Force			line # 96-15; opb 24 sbap; w/o 21dec39 when was shot down by a fighter of the Finnish Air Force, crew (pilot: Procheyev) killed
12\99	?	not known	SB			crashed on the banks of lake Kaskelyavr; parts of the wreckage extant by 2010
16\101	not known	SB	Soviet Air Force			line # 101-16; opb 41 sbap; w/o 01dec39 when was shot down by a fighter of the Finnish Air Force

13\104	not known	SB	Soviet Air Force			line # 104-13; opb 31 sbap; w/o 17feb40 when did not return from a combat mission against Finland, crew (pilot: Stainikov) MIA
12\108	"2" red	SB 2M-100	Soviet Air Force	mfd	14jan39	opb 3 ae 49 sbap 100 AB in Mongolia in 1940; in mottled green over grey c/s with light grey undersides
1\110	not known	SB	Soviet Air Force			line # 110-01; opb 41 sbap; w/o 01dec39 when was shot down by a fighter of the Finnish Air Force
13\110	not known	SB	Soviet Air Force			line # 110-13; opb 41 sbap; w/o 01dec39 when was shot down by a fighter of the Finnish Air Force
11\114	"2"	SB 2M-100A	Soviet Air Force	ph.	1940	opb 1 edb VVS 14 armii; equipped with skis; dbr 09mar40 when tried to land on the ice of a lake (now called ozero Samolyotnoye, near km 149 of the Murmansk-Lotta highway and the Lotta river) in order to rescue the crew of SB 2M-100A c/n 14\114 who had bailed out, but the pilot was not able to stop the aircraft in time and it crashed into the forest on the banks of the lake; wreck found in autumn 1980; tail, one engine and both propellers recovered by helicopter and used for the restoration of the SB 2M-100A which is preserved in the Naval Aviation Museum at Safonovo, other parts of the wreck were still at the crash site by mar10
14\114	not known	SB 2M-100A	Soviet Air Force	no	reports	opb 1 edb VVS 14 armii; w/o 09mar40 when was damaged by Finnish anti-aircraft artillery and the crew bailed out, the aircraft crashed near a lake (now called ozero Samolyotnoye) near km 149 of the Murmansk-Lotta highway and the Lotta river; wreck identified in early 2000s
10\116	not known	USB 2M-105	Polish Air Force	d/d	may46	opb OSL at Deblin; still on charge in 2nd half of 1949; wfu in late 1949
15\116	not known	SB	Soviet Air Force			crashed near lake Seidozero in bad visibility, crew (Captain Vasili Ye. Zuyev) killed
6\126	not known	SB 2M-100A	Soviet Air Force	no	reports	probably opb 1 edb VVS 14 armii; w/o 09mar40 when crashed in the region of the Lotta river; wreck not found by 2010
4\129	not known	SB 2M-100A	Soviet Air Force	mfd	1939	c/n confirmed, but a plate shows '120' and the wings are marked '112-129'; opb 456 bap near Chita; dbr on a training flight in summer 1942 when the crew lost orientation, the aircraft ran out of fuel and forced-landed on swampy terrain near the mouth of the Ukshum river in the Vitenskoye ploskogorye mountains near Rossoshino (Transbaikal region), the aircraft nosed over and the tail broke off, all 3 crew escaped unhurt; rediscovered aug79, recovered by a Mi-6 and a Mi-8 to Chita and flown in an An-22 to Monino apr80; restored by MMZ "Opyt" in Moscow
	no code	SB 2M-100A	Soviet Air Force	Mon	14aug82	in silvery c/s with the inventory number '4622/62'; preserved in the Russian Air Force museum at Monino from 14aug82, l/n apr15
1\133	not known	SB	Soviet Air Force			line # 133-01; opb 44 sbap; damaged on the ground 19jan40 (pilot: Sazhko); repaired
8\136	not known	SB	Soviet Air Force			line # 136-08; opb 44 sbap; w/o 19dec39 when was shot down by Finnish anti-aircraft artillery, crew (pilot: Vlasov) killed
1\137	CCCP-1588	PS-41	NKAP zavod # 22	rgd	15oct43	line # 137-07; opb 44 sbap; w/o 19dec39 when was shot down by Finnish anti-aircraft artillery
7\137	not known	SB	Soviet Air Force			

Batches 142 to 200 do not seem to have existed. For the batches 201 to 334, the same construction number system was used as for batches 47 to 95 and 96 to 141. It consisted of the number of the aircraft in the batch, a backslash and the number of the batch (from 1\201 to 20\334). Each batch contained 20 aircraft.

2\201	no code	SB 2M-103	Soviet Air Force		photo	batch 201 pattern aircraft with modified water and oil coolers, underwent state trials 08jun39/26jul39, which it did not pass as max. speed was only 409 km/h at 4,000 metres
5\202	CCCP-L3501	PS-41bis	AFL/Moscow-Irkutsk	rgd	13aug40	line # 203-20; opb 35 lbap; w/o 01dec39 when was shot down by machine-gun fire of Finnish ground troops near Helsinki, crew (pilot: Blagochinnoye) killed
20\203	not known	SB	Soviet Air Force			based in the Transcaucasian Military District, w/o 02sep40 on dive bombing training when the left-hand wing-tip tore off at rib No. 19 during recovery from a dive from an altitude of 700 metres and the aircraft crashed, all crew killed
13\205	not known	SB	Soviet Air Force	no	reports	underwent trials with M-104 engines (probably by NII VVS) in 1939
15\205	not known	SB 2M-104	Soviet Air Force	no	reports	
	CCCP-1487	PS-41	NKAP zavod # 22	rgd	29jan43	line # 206-02; opb 10 abr; w/o 26feb40 when was shot down by Finnish anti-aircraft artillery and fighters (pilot: Kurochkin)
20\205	not known	SB 2M-105	Soviet Air Force	no	reports	fitted with experimental TK-2B turbochargers mar40
2\206	not known	SB	Soviet Navy			line # 209-07; opb 10 abr; w/o 20feb40 when was shot down by a fighter of the Finnish Air Force (pilot: Ptitsyn)
17\206	CCCP-L3502	PS-41bis	Aeroflot	rgd	13aug40	opb Eskadriya osobogo naznacheniya; in document 1941
18\206	not known	SB 2M-103	Soviet Air Force	no	reports	fitted with TK-2 turbochargers in 1939 and underwent trials in 1939/40
20\207	CCCP-L3503	PS-41bis	AFL/LII GVF	rgd	13aug40	fitted with an inert gas fuel tank filling system; in document may41
7\209	not known	SB	Soviet Navy			line # 209-07; opb 10 abr; w/o 20feb40 when was shot down by a fighter of the Finnish Air Force (pilot: Ptitsyn)
8\214	CCCP-L3515	PS-41	AFL/Moscow	rgd	21feb40	in document may40
9\214	CCCP-L3516	PS-41	AFL/Georgia	rgd	11mar40	
10\214	CCCP-L3517	PS-41	AFL/LTs GU GVF	rgd	14feb40	crashed in early winter 1941
11\214	CCCP-T3518	PS-41	AFL/Moscow	rgd	23mar40	canx 12dec40
12\214	CCCP-L3519	PS-41	AFL/Azov-Black Sea	rgd	16apr40	
13\214	CCCP-L3520	PS-41	AFL/Moscow	rgd	13mar40	in document nov41
14\214	CCCP-L3521	PS-41	AFL/Azov-Black Sea	rgd	05apr40	
15\214	CCCP-L3522	PS-41	AFL/Moscow	rgd	22feb40	
16\214	CCCP-L3523	PS-41	AFL/Uzbekistan	rgd	20apr40	canx 02jul40
17\214	CCCP-L3524	PS-41	AFL/Uzbekistan	rgd	13apr40	
18\214	CCCP-L3525	PS-41	AFL/Moscow	rgd	17feb40	
19\214	CCCP-L3526	PS-41	AFL/Georgia	rgd	08apr40	in document 1941
20\214	CCCP-L3527	PS-41	KVLP GVF	rgd	01feb40	
1\215	CCCP-L3528	PS-41	AFL/Uzbekistan	rgd	05apr40	opb 310 UTO; w/o 30oct41 on a training flight from Tashkent when the trainee pilot forgot to open the fuel fire shut-off valve of the left engine so that the engine failed shortly after take-off, the crew tried to return to the airport, but the aircraft lost height due to crew error and crashed into a building of the Textile Institute 2.5 km north-west of the airport, both pilots killed; t/t 752 hours
2\215	CCCP-L3529	PS-41	KVLP GVF	rgd	25apr40	
3\215	CCCP-L3530	PS-41	AFL/Moscow	rgd	22feb40	canx 18apr41
4\215	CCCP-L3531	PS-41	AFL/Azov-Black Sea	rgd	13mar40	
5\215	CCCP-L3532	PS-41	AFL/Moscow-Irkutsk	rgd	05apr40	in register as CCCP-L3232, but probably in error or misread for CCCP-L3532
6\215	CCCP-L3533	PS-41	AFL/NII GVF	rgd	05feb40	with M-103 engines; underwent state trials feb40; in document jun41; in natural metal or light grey c/s; photo on skis
7\215	CCCP-L3534	PS-41	AFL/Moscow	rgd	20feb40	
8\215	CCCP-L3535	PS-41	AFL/Azov-Black Sea	rgd	01apr40	
9\215	CCCP-L3536	PS-41	AFL/Azov-Black Sea	rgd	31mar40	
10\215	CCCP-L3537	PS-41	AFL/Azov-Black Sea	rgd	22mar40	in a document apr41
11\215	CCCP-L3538	PS-41	AFL/Uzbekistan	rgd	20apr40	canx 07may41
12\215	CCCP-L3539	PS-41	AFL/Moscow-Irkutsk	rgd	13mar40	
13\215	CCCP-L3540	PS-41	AFL/Georgia	rgd	13mar40	in a document jul41
14\215	CCCP-L3541	PS-41	AFL/Uzbekistan	mfd	01dec39	rgd 19feb40; opb UTO
	CCCP-L3541	PS-41	AFL/MOW-IKT route	trf	apr42	w/o 19apr42 on the leg from Tashkent to Alma-Ata of the ferry flight from Tashkent to Novosibirsk when encountered a sand storm, the crew lost orientation and the aircraft crashed at a height of 2,400 metres into a mountain (2,501 metres) of the Karzhantau range near Sailyk (70 km north-east of Tashkent, all 3 crew killed; t/t 540 hours; wreck found only in 1943
15\215	CCCP-L3542	PS-41	AFL/Georgia	rgd	13mar40	in document nov41
16\215	CCCP-L3543	PS-41	KVLP GVF	rgd	01feb40	
17\215	CCCP-L3544	PS-41	AFL/Moscow	rgd	22feb40	in document may40
6\220	not known	SB	Soviet Air Force			line # 220-06; opb 24 sbap; w/o 23dec39 on a mission against Finland when crashed near Jänissaari (pilot: Moskalov)
8\220	? not known	SB	Soviet Air Force			line # probably 220-08; opb 24 sbap; w/o 01dec39 when was shot down by a fighter of the Finnish Air Force (pilot: Sharolapov)
11\220	not known	SB	Soviet Air Force			line # 220-11; opb 24 sbap; w/o 01dec39 when was shot down by a fighter of the Finnish Air Force (pilot: Starchilo)
13\220	not known	SB	Soviet Air Force			line # 220-13; opb 15 sbap; w/o 01dec39 on a mission against Finland when collided in clouds with SB c/n 8\67 of 24 sbap and crashed (pilot: I.I. Kuzetsov)
14\220	not known	SB	Soviet Air Force			line # 220-14; opb 10 sbap; w/o 23dec39 on a mission against Finland when crashed due to poor weather (pilot: Maksimov)
8\221	not known	SB 2M-103U	Soviet Navy	mfd	aug39	a detail was marked '114-221 15'; i/s 24sep39; opb 2 ae 80 sap at Yagodnik; in light grey c/s with Red Stars outlined in black; w/o 17dec39 on a positioning flight from Arkhangelsk to Ukhta when crashed in bad weather in the taiga on the banks of the Chukcha river near Syuzma village on the Onega peninsula, all 4 crew (pilot: 1st Lieutenant Georgi Vassilyevich Karalkin) killed; t/t 26 hours; struck off charge 10feb40; wreck rediscovered oct98 and destroyed by woodcutters in summer 2005
13\221	no code	SB 2M-103	Soviet Air Force		photo	pattern aircraft for the second half of 1939, successfully passed state trials nov39
18\221	not known	SB 2M-103	Soviet Air Force		photo	
7\222	not known	SB	Soviet Navy			line # 222-07; opb 57 sbap; w/o 01dec39 on a mission against Finland (pilot: Subach)
16\222	not known	SB	Soviet Air Force			line # 222-16; opb 2 sbap; w/o 30nov39 when crashed on take-off due to pilot error (pilot: Glazunov)
18\223	not known	SB	Soviet Navy			line # 223-18; opb 10 abr; w/o 07jan40 when did not return from a mission against Finland (pilot: Gutarov)
12\224	not known	SB	Soviet Air Force			line # 224-12; opb 2 sbap; w/o 19dec39 when was shot down by a fighter of the Finnish Air Force and crashed near Tervajoki (pilot: A.D. Malinna)
19\224	not known	SB	Soviet Navy			line # 224-19; opb 10 abr; w/o 20feb40 when was shot down by a fighter of the Finnish Air Force (pilot: Asadov)
19\225	not known	SB	Soviet Navy			line # 225-19; opb 57 sbap; w/o 14dec39 on a mission against Finland when crashed due to poor weather (pilot: Kibik)
1\227	not known	SB 2M-105	Soviet Air Force	no	reports	or 1\225 7; the first SB powered by M-105 engines; in light grey c/s; underwent trials 22/27mar40
12\229	"10" white	USB 2M-103	Soviet Air Force			in mottled dark green c/s with light grey undersides; based at Petrovsk by 1942
8\233	not known	SB	Soviet Air Force			line # 233-08; opb 58 sbap; w/o 20feb40 when was shot down by Finnish anti-aircraft artillery near Viipuri (pilot: Kvashnin)

6\237	not known	SB	Soviet Navy			line # 237-06; opb 57 sbap; w/o 29jan40 when did not return from a mission against Finland (pilot: Kokutin)
8\238	not known	SB	Soviet Navy			line # 238-08; opb 57 sbap; w/o 02feb40 when was shot down by a fighter of the Finnish Air Force (pilot: Pinchuk)
2\239	CCCP-F150	PS-41	TGS	rgd	09apr41	Topografo-geodezicheskaya sluzhba (Topography and Geodesy Service)
19\240	not known	SB	Soviet Navy			line # 240-19; opb 10 abr; w/o 02mar40 when was shot down by a fighter of the Finnish Air Force (pilot: Ryazanov)
2\242	not known	SB 2M-105	Soviet Air Force	no	reports	underwent service trials with 95 sbap at Kalinin jul/nov40
5\242	not known	SB 2M-105	Soviet Air Force	no	reports	underwent service trials with 95 sbap at Kalinin jul/nov40
6\242	not known	SB 2M-105	Soviet Air Force	no	reports	underwent service trials with 95 sbap at Kalinin jul/nov40
7\242	not known	SB 2M-105	Soviet Air Force	no	reports	underwent service trials with 95 sbap at Kalinin jul/nov40
9\242	not known	SB 2M-105	Soviet Air Force	no	reports	underwent service trials with 95 sbap at Kalinin jul/nov40
1\243	not known	SB	Soviet Navy			line # 243-01; opb 10 abr; w/o 16jan40 when did not return from a mission against Finland (pilot: Bastanov)
4\248	CCCP-N305	PS-41	Polyarnaya Aviats.	rgd	23feb40	registration probably painted on as 'H305'; opb Moskovskaya aviagruppa; in orange and blue c/s with 'Aviaarktika' titles; flew 8 ice reconnaissance missions 11mar41/08apr41 and 8 missions 01may41/16may41; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41
9\248	not known	SB	Soviet Air Force	no	reports	showed no defects after 200 dives
20\249	CCCP-N312	PS-41	Polyarnaya Aviats.	rgd	05oct40	registration probably painted on as 'H312'; flew ice reconnaissance missions 27feb41/03mar41; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41; damaged 16jan42 on a flight from Naryn-Mar to Amderma when made a forced landing in the tundra on Nelkotei island; handed back to Polyarnaya Aviatsiya on the condition of its recovery from the tundra
1\281	not known	SB	TsAGI ?	no	reports	fitted with an extendable underwing air brake and an automatic dive-recovery control system (as to be used on the Ar-2); underwent dive tests 27jul/11aug40
2\281	no code	SB-RK	TsAGI ?	mfd	apr40	prototype of the Ar-2, powered by M-105 engines; in Soviet Air Force c/s; underwent trials with NII VVS 11/15may40
4\283	not known	SB 2M-103A	Soviet Navy	no	reports	opb 5 ae 34 ap VVS TOF at Nikolayevka; w/o 07feb42 on take-off from Nikolayevka at night, after having reached a height of 130-150 metres the aircraft banked to the right, lost height and crashed into a hill (120 metres) 2 km north-east of the airfield, all 3 crew killed in a document nov41
1\300	CCCP-L3504	PS-41bis	AFL/Northern	rgd	28aug40	rgd 28aug40; opb 31 otryad; w/o 13feb41 on a flight from Leningrad to Moscow when entered a downward right spiral while flying in clouds in heavy turbulence, lost structural integrity, started to break up at a height of some 1,000-1,300 metres and crashed in a forest near Gryady railway station (130 km from Leningrad airport), both crew members bailed out, but the pilot was too late so that his parachute did not manage to open and he was killed; t/t 260 hours; canx 14jun41
2\300	CCCP-L3505	PS-41bis	AFL/Northern	mfd	10jun40	rgd 28aug40; opb 12 otryad; w/o 16jun43 on a flight from Khabarovsk-sukhoputny to Arkhara when the right engine lost power shortly after lift-off and the landing gear could not be retracted so that the aircraft lost speed and height, as the aircraft was heading in the direction of a bomb storage site the pilot initiated a steep right turn and the aircraft crashed, both crew slightly injured, 1 of the 3 passengers killed and the other 2 passengers injured; t/t 857 hours in document jun41
3\300	CCCP-L3506	PS-41bis	AFL/Northern	rgd	03sep40	in document nov41
4\300	CCCP-L3507	PS-41bis	AFL/Northern	rgd	13aug40	in document 1941
5\300	CCCP-L3508	PS-41bis	AFL/Georgia	rgd	28aug40	in document jun41
6\300	CCCP-L3509	PS-41bis	AFL/Georgia	rgd	11oct40	in document nov41
7\300	CCCP-L3510	PS-41bis	GVF/Far East	mfd	08jul40	rgd 06sep40; opb 12 otryad; w/o 16jun43 on a flight from Khabarovsk-sukhoputny to Arkhara when the right engine lost power shortly after lift-off and the landing gear could not be retracted so that the aircraft lost speed and height, as the aircraft was heading in the direction of a bomb storage site the pilot initiated a steep right turn and the aircraft crashed, both crew slightly injured, 1 of the 3 passengers killed and the other 2 passengers injured; t/t 857 hours in document jun41
8\300	CCCP-L3511	PS-41bis	AFL/Far East	rgd	12oct40	in document jun41
9\300	CCCP-L3512	PS-41bis	AFL/Far East	rgd	28aug40	
10\300	CCCP-L3513	PS-41bis	AFL/Far East	rgd	28aug40	
..\301	no code	MMN 2M-105	ZOK TsAGI		photo	improved version of the SB, was to become the batch 301 pattern aircraft; in light grey c/s; underwent state trials 01jul/16aug39, which it did not pass used for mail flights
	not known	MMN 2M-105	Aeroflot	no	reports	
6\320	CCCP-T490	PS-41bis	KVLP GVF	rgd	11jul41	
9\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-09; opb 44 sbap
12\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-12; opb 44 sbap
13\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-13; opb 44 sbap
16\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-16; opb 44 sbap
17\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-17; opb 44 sbap
18\326	not known	SB	Chinese Air Force	mfd	1940	line # 326-18; delivered to China by railway
19\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-19; opb 44 sbap
20\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-20; opb 44 sbap
1\327	not known	SB	Soviet Air Force	mfd	1940	line # 327-01; opb 208 sbap
12\327	not known	USB	Soviet Air Force	mfd	1940	line # 327-12; photo exists
9\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-09; delivered to China by railway
10\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-10; delivered to China by railway
14\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-14; delivered to China by railway
17\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-17; delivered to China by railway
18\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-18; delivered to China by railway
20\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-20; delivered to China by railway
1\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-01; delivered to China by railway
2\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-02; delivered to China by railway
3\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-03; delivered to China by railway
4\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-04; delivered to China by railway
5\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-05; delivered to China by railway
6\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-06; delivered to China by railway
7\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-07; delivered to China by railway
8\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-08; delivered to China by railway
9\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-09; delivered to China by railway
10\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-10; delivered to China by railway
11\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-11; delivered to China by railway
12\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-12; delivered to China by railway
13\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-13; delivered to China by railway
14\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-14; delivered to China by railway
15\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-15; delivered to China by railway
16\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-16; delivered to China by railway
17\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-17; delivered to China by railway
18\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-18; delivered to China by railway
19\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-19; delivered to China by railway
20\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-20; delivered to China by railway
4\331	not known	SB	Chinese Air Force	mfd	1940	line # 331-04; delivered to China by railway
7\331	not known	SB	Chinese Air Force	mfd	1940	line # 331-07; delivered to China by railway
8\331	not known	SB	Chinese Air Force	mfd	1940	line # 331-08; delivered to China by railway
13\331	not known	SB	Chinese Air Force	mfd	1940	line # 331-13; delivered to China by railway
1\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-01; opb 208 sbap
2\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-02; opb 208 sbap
3\332	not known	SB 2M-103	Soviet Air Force	mfd	mar41	line # 332-03; opb 208 sbap
4\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-04; opb 208 sbap
6\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-06; based at Monino
8\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-08; opb 208 sbap
15\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-15; opb 208 sbap
17\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-17; opb 208 sbap
1\333	not known	SB	Soviet Air Force	mfd	mar41	line # 333-01
4\333	not known	SB	Soviet Air Force	mfd	mar41	line # 333-04; opb 208 sbap
5\333	CCCP-F151	PS-41bis	TGS	mfd	mar41	line # 333-05; Topografo-geodezicheskaya sluzhba (Topography and Geodesy Service); powered by M-105 engines; rgd 11apr41
6\333	not known	SB	Soviet Air Force	mfd	mar41	line # 333-06; opb 208 sbap
7\333	not known	SB	Soviet Air Force	mfd	mar41	line # 333-07; opb 208 sbap
9\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-09; delivered to China by railway
10\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-10; delivered to China by railway
11\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-11; delivered to China by railway
12\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-12; delivered to China by railway
13\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-13; delivered to China by railway
14\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-14; delivered to China by railway
15\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-15; delivered to China by railway
16\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-16; delivered to China by railway
17\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-17; delivered to China by railway
19\333	not known	SB	soviet Air Force	mfd	mar41	line # 333-19; underwent trials of the TK-2 with the NII VVS in 1941
20\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-20; delivered to China by railway
1\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-01; delivered to China by railway
3\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-03; delivered to China by railway
4\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-04; delivered to China by railway
5\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-05; delivered to China by railway
6\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-06; delivered to China by railway
7\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-07; delivered to China by railway
8\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-08; delivered to China by railway
9\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-09; delivered to China by railway
10\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-10; delivered to China by railway

11\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-11; delivered to China by railway
12\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-12; delivered to China by railway
13\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-13; delivered to China by railway
14\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-14; delivered to China by railway
15\334	CCCP-1352	PS-41	NKAP LII	mfd	mar41	line # 334-15; rgd 29mar43
16\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-16; delivered to China by railway
17\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-17; delivered to China by railway
18\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-18; delivered to China by railway
19\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-19; delivered to China by railway
20\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-20; delivered to China by railway

198 Ar-2 built by Factory No. 22 GUAP NKTP at Moscow-Fili in 1941

The construction number consisted of the number of the aircraft in the batch, a backslash and the number of the batch (starting with batch 511). Each batch contained 20 aircraft.

1\511	no code	Ar-2	Soviet Air Force	mfd	1940	line # 511-01; in dark green c/s with light blue undersides; underwent state trials with the NII VVS feb41; photo feb41
2\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-02; underwent trials with the NII VVS
3\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-03; underwent trials with the NII VVS nov40
4\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-04; underwent trials with the NII VVS nov40
5\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-05; opb NIPAB
6\511	not known	Ar-2	Soviet Navy	mfd	1940	line # 511-06; opb 57 sbap; w/o 26may42 when was shot down
7\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-07; opb NIPAB
8\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-08; underwent trials with the NII VVS; later opb 57 sbap; lost 13jan42
1\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-01
2\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-02; opb 13 sbap
3\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-03
4\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-04
5\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-05
6\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-06
7\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-07; opb 73 sbap
	not known	Ar-2	Soviet Navy			opb 1 mtap; lost 11aug42
8\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-08; opb 132 sbap
9\512	not known	Ar-2	Soviet Navy	mfd	1940	line # 512-09; w/o 28feb42 when was shot down
10\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-10; opb 13 sbap
1\513	not known	Ar-2	Soviet Air Force	mfd	1940	line # 513-01; initially opb 2 sbap and later by 73 sbap; w/o feb42 when was shot down
2\513	not known	Ar-2	Soviet Air Force	mfd	1940	line # 513-02; opb 73 sbap; w/o 28feb42 when was shot down

1,019 SB built by Factory No. 125 GUAP NKTP at Irkutsk from 1937 to 1941

Two different construction number systems were used by Factory No. 125 over time. The first system was used for the first 10 batches and consisted of the factory code (125) and the sequential number of the aircraft (rising from 1 to 100). Each batch contained 10 aircraft. 68 aircraft for China were assembled by Factory No. 125 in 1937 (from assemblies delivered by Factory No. 22).

125 1	not known	SB	Soviet Air Force			the first Irkutsk-built SB
						Starting from batch 11, a second construction number system was used. It consisted of the batch number, a slash (not a backslash as with Factory No. 22) and the number in the batch (from 11/1 to 58/9). Batches 11 to 13 contained 10 aircraft each and batches 14 to 57 20 aircraft each, while batch 58 contained only 9 aircraft. The construction number was painted on the top part of the fin.
17/ 1	not known	SB 2M-103	Soviet Air Force	no	reports	underwent state trials with NII VVS in 1938; underwent trials 11feb/07apr39 with a fuel system which could handle two sorts of fuel in parallel (high-octane fuel for take-off and maximum speed and low-octane fuel for cruising)
25/18	not known	SB 2M-103	Soviet Air Force			underwent check trials with the factory jul39
40/ 4	IE 40	SB 2M-100A	NKAP TsAGI	ph.	27oct39	used for tests of the steering system
43/15	"d"	SB 2M-100A	Soviet Navy	mfd	17sep37	toc 19nov37; assembled from parts of c/n 43/15, 43/16 and 34/15 (all 3 c/ns found on the wreckage)
	"8" green	SB 2M-100A	Soviet Navy	no	reports	opb 3 ae 34 ap VVS TOF at Nikolayevka; fuselage in natural metal c/s with green wings and tail; w/o 23aug38 on a training flight in bad weather when probably got caught by a strong katabatic wind and crashed at a height of 1,200 metres into the north-eastern slope of hill 1361,2 in the Makarovski khrebet range 12 km north-east of Nikolayevka, all 3 crew killed; t/t 40 hours 42 minutes (26 flying days); wreckage found 28aug38, found again in 1964 and still there by 2008
46/12 ?	CCCP-X193	PS-40	NKLP zavod # 1	rgd	07oct38	c/n in register as 12/46, but that is not possible (batch 46 of Factory No. 22 still had the sequential numbers); People's Commissariat for Forest Industry
47/11	not known	SB	Soviet Air Force	mfd	09aug40	the first Irkutsk-built SB delivered in camo c/s (dark green with light blue undersides)

3 PS-41b built (assembled or rebuilt ?) by a Field Repair Workshop (PARM) in 1942

0200	CCCP-L685	PS-41b	GVF	rgd	06aug42	with M-103A engines; opb Osobaya aviagruppa svyazi
0201	CCCP-L686	PS-41b	GVF	rgd	28dec42	with M-103A engines; in register as a PS-40; opb 3 aviadiviziya svyazi
0202	CCCP-L688	PS-41b	GVF	rgd	30jan43	with M-103A engines; opb 3 aviadiviziya svyazi

SB with unexplained construction numbers

1	CCCP-F152	PS-41	TGS	rgd	02apr41	Topografo-geodezicheskaya sluzhba (Topography and Geodesy Service)
2	CCCP-F153	PS-41	TGS	rgd	02apr41	Topografo-geodezicheskaya sluzhba (Topography and Geodesy Service)
000230	DR+PG	USB 2M-103	German Air Force		photo	c/n given as such in a German document, but does not fit into any of the c/n systems; identified as an USB by the form of the nose and the two Venturi tubes; probably overhauled by Avia at Kunovice nov42; modified by removing the instructor's cockpit and installing an Oerlikon MG FF 20 mm machine-gun in the nose; opb Versuchsverband Ob.d.L. (Oberbefehlshaber der Luftwaffe, Air Force Headquarters); w/o 03nov43 when did not return from a flight to Perekop (Crimea), all 3 crew probably killed

61 Soviet-built B-71 with Czechoslovakian serial numbers and unknown Soviet c/ns delivered in 1937/38

B-71.1	S18	SB 2M-100A	Czechoslovak AF	d/d	apr37	pattern aircraft for the version for Czechoslovakia; in grey c/s; underwent trials with the VTLÚ in 1937/38
	S18	B-71	Czechoslovak AF	f/f	02dec37	fitted with Hispano-suiza HS-12Ydrs engines, Czechoslovakian vz. 30 machine guns and Czechoslovakian instruments by Avia; damaged in 1938 when landed wheels-up at Prague-Kbely
B-71.2	not known	B-71	Czechoslovak AF	d/d	dec37 ?	underwent trials with the VTLÚ starting 20dec37; converted to reconnaissance version by the VTLÚ (the only B-71 which received the complete mission equipment of the reconnaissance version, e.g. A-I-34 and A-II-30 cameras in the bomb bay); fell into German hands mar39
B-71.3	not known	B-71	Czechoslovak AF	d/d	dec37 ?	underwent armament trials with the VTLÚ starting 20dec37 (e.g. shooting at a towed target at Malacký 25/29apr38); fell into German hands mar39
	D-RVAD	B-71	RLM	rgd	early40	ferry registration
	not known	B-71	Bulgarian AF	d/d	early40	
B-71.4	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.5	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
	D-RVAG	B-71	RLM	rgd	early40	ferry registration
	not known	B-71	Bulgarian AF	d/d	early40	
B-71.6	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.7	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.8	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.9	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.10	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.11	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.12	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
	D-RVAF	B-71	RLM	rgd	early40	ferry registration
	not known	B-71	Bulgarian AF	d/d	early40	
B-71.13	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
	D-RVAE	B-71	RLM	rgd	early40	ferry registration; in three-tone camo c/s with light grey undersides
	not known	B-71	Bulgarian AF	d/d	early40	
B-71.14	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.15	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
	D-RVAH	B-71	RLM	rgd	early40	ferry registration; in camo c/s with light grey undersides; photo at Vienna-Aspern existed, reportedly taken in spring 1940
	not known	B-71	Bulgarian AF	d/d	early40	
B-71.16	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.17	not known	B-71	Czechoslovak AF	d/d	apr38	reportedly had an accident in 1938, but that does not seem to be correct, this was probably the aircraft which was damaged beyond repair 24mar39 during an air attack of 10 Ju 86K-2s of the Hungarian Air Force on Spišská Nová Ves (Slovakia)
B-71.18	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.19	V3	B-71	Czechoslovak AF	d/d	apr38	opb 74. letka 6. lp at Chrudim; damaged 24nov38 on landing at Spišská Nová Ves (Slovakia) and remained there until after the division of the country; in dark brown/olive drab/greyish green camo c/s with light grey undersides

	V3	B-71	Slovak Air Force	trf	14mar39	opb Lè-SVZ at Trencianské Biskupice; still in its Czechoslovakian c/s by 1943, but with added yellow quick identification markings; used by 5 Slovakian airmen to defect from Trencianské Biskupice to Kestanelik (near Istanbul, Turkey) 18apr43, as the aircraft belly-landed it was probably scrapped
B-71.20	not known	B-71	Czechoslovak AF	d/d	apr38	fell into German hands mar39
B-71.21	not known	B-71	Czechoslovak AF	d/d	apr38	converted to reconnaissance version by 1. lp; fell into German hands mar39
B-71.22	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.23	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.24	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.25	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.26	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
	D-RVAC	B-71	RLM	rgd	early40	ferry registration
	not known	B-71	Bulgarian AF	d/d	early40	
B-71.27	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.28	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.29	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.30	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.31	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.32	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.33	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.34	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.35	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.36	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.37	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.38	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.39	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.40	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.41	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.42	not known	B-71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 1. lp; fell into German hands mar39
B-71.43	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.44	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.45	not known	B-71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 2. lp; fell into German hands mar39
B-71.46	not known	B-71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 2. lp; fell into German hands mar39
B-71.47	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.48	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.49	not known	B-71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 2. lp; fell into German hands mar39
B-71.50	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.51	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.52	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.53	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.54	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
	D-RVAB	B-71	RLM	rgd	early40	ferry registration
	not known	B-71	Bulgarian AF	d/d	early40	
B-71.55	not known	B-71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 1. lp; fell into German hands mar39
B-71.56	not known	B-71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 1. lp; fell into German hands mar39
B-71.57	not known	B-71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 1. lp; fell into German hands mar39
B-71.58	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.59	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.60	not known	B-71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B-71.61	not known	B-71	Czechoslovak AF	d/d	aug38	fell into German hands mar39

45 B-71 built by Aero at Prague-Vysocany (?) in 1940

B-71.107	TD+FA	B-71B	German Air Force	mfd	oct40	target towing version; underwent trials with Erprobungsstelle Rechlin
B-71.108	TD+FB	B-71B	German Air Force	mfd	late40	target towing version
B-71.109	TD+FC	B-71B	German Air Force	mfd	late40	target towing version; one source gives code TD+FA for this c/n, opb Erprobungsstelle Rechlin
B-71.110	TD+FD	B-71B	German Air Force	mfd	late40	target towing version
B-71.111	TD+FE	B-71B	German Air Force	mfd	late40	target towing version
B-71.112	TD+FF	B-71B	German Air Force	mfd	late40	target towing version; photo exists
B-71.113	TD+FG	B-71B	German Air Force	mfd	late40	target towing version
B-71.114	TD+FH	B-71B	German Air Force	mfd	late40	target towing version; opb LDK Westerland in 1943; probably in in yellow c/s
B-71.115	TD+FI	B-71B	German Air Force	mfd	late40	target towing version
B-71.116	TD+FJ	B-71B	German Air Force	mfd	nov40	target towing version; the last B-71 built by Aero
B-71.117	VG+BG	B-71A	German Air Force	mfd	1940	one source gives code TD+FK for this c/n, but this does not seem logical as B-71.116 was the last B-71 built; planned as reconnaissance version; opb Luftdienstkommando 65 by sep40; in camo c/s with probably light grey undersides; photo exists
B-71.118	VG+BH	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.119	VG+BI	B-71	German Air Force	mfd	1940	planned as reconnaissance version; in camo c/s with light grey undersides; displayed in the exhibition "Der Sieg im Westen" on Augustusplatz at Leipzig 25aug40/15sep40
B-71.120	VG+BJ ?	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.121	VG+BK	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.122	VG+BL ?	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.123	VG+BM	B-71	German Air Force	mfd	1940	planned as reconnaissance version; opb Luftdienstkommando 1/68 by sep40; in camo c/s with probably light grey undersides; photo exists
B-71.124	VG+BN	B-71A	German Air Force	mfd	1940	planned as reconnaissance version; with solid nose; in camo c/s with light grey or yellow undersides; photo exists
B-71.125	VG+BO ?	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.126	VG+BP	B-71	German Air Force	mfd	1940	planned as reconnaissance version; used for training and towing; photo exists; in grey ? c/s
B-71.127	VG+BQ	B-71A	German Air Force	mfd	1940	planned as reconnaissance version; opb Luftdienstkommando 2/12; in camo c/s with yellow undersides; photo exists
B-71.128	VG+BR	B-71	German Air Force	mfd	1940	planned as reconnaissance version; opb Luftdienstkommando 2/6 by nov40 and by Luftdienstkommando 1/13 by nov41; in camo c/s with probably light grey undersides; photo exists
B-71.129	VG+BS	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.130	VG+BT ?	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.131	VG+BU	B-71A	German Air Force	mfd	1940	planned as reconnaissance version; opb Luftdienstkommando 2/6 by oct40 and by Luftdienstkommando 67 by feb41; in camo c/s with probably light grey undersides; photo exists
B-71.132	VG+BV	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.133	VG+BW ?	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.134	VG+BX ?	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.135	VG+BY ?	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.136	VG+BZ	B-71	German Air Force	mfd	1940	planned as reconnaissance version; photo exists
B-71.137	not known	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.138	not known	B-71	German Air Force	mfd	1940	planned as reconnaissance version
B-71.139	TB+PE	B-71A	German Air Force	mfd	1940	tie-up not confirmed; planned as reconnaissance version; opb JFS 3 at some time; opb Luftdienstkommando Norwegen by feb41; probably in camo c/s with light grey undersides
B-71.140	SE+DA	B-71	German Air Force	mfd	1940	planned as reconnaissance version; might be TB+PF
B-71.141	SE+DB	B-71	German Air Force	mfd	1940	planned as reconnaissance version; might be TB+PG
B-71.142	SE+DC	B-71	German Air Force	mfd	1940	planned as bomber version; might be TB+PH
B-71.143	SE+DD	B-71	German Air Force	mfd	1940	planned as bomber version; might be TB+PI
B-71.144	SE+DE	B-71	German Air Force	mfd	1940	planned as bomber version; might be TB+PJ
B-71.145	TB+PK	B-71B	German Air Force	mfd	1940	was reported as SE+DF before; target towing version (planned as bomber version); opb Luftdienstkommando 1/13 by oct40/oct41; in dark green c/s with light grey undersides, yellow rudder and engine nacelles; colour photo taken in 1940 exists
B-71.146	F8+AD	B-71B	German Air Force	no	reports	opb III./KG 40
B-71.147	SE+DG	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.148	SE+DH	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.149	SE+DI	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.150	SE+DJ	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.151	SE+DK	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.152	SE+DL	B-71	German Air Force	mfd	1940	planned as bomber version

66 B-71 built by Avia at Prague-Cakovice (?) in 1939/41

B-71.152	SE+DM	B-71	German Air Force	f/f	21jul39	one source gives code SE+DL for this c/n, see there; probably target towing version; in camo c/s with light undersides; probably underwent trials with Erprobungsstelle Tarnewitz
B-71.153	SE+DN 9	B-71A B-71A	German Air Force German Air Force	f/f	nov39 photo	target towing version; probably underwent trials with Erprobungsstelle Tarnewitz underwent trials with FVA (Flugtechnische Versuchsanstalt Prag, formerly VTLÚ) in late 1939; in dark green/brown/greenish grey camo c/s with light grey undersides, red code
B-71.154	SE+DO	B-71	German Air Force	f/f	19apr40	planned as bomber version
B-71.155	SE+DP	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.156	SE+DQ	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.157	SE+DR	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.158	SE+DS	B-71	German Air Force	mfd	1940	planned as bomber version

B-71.159	SE+DT	B-71	German Air Force	mfd	1940	planned as bomber version; opb Luftdienstkommando 67 by jul40; in camo c/s with light grey or yellow undersides; photo exists; c/n was also reported as SE+DU
B-71.160	SE+DU	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.161	SE+DV	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.162	SE+DW	B-71	German Air Force	mfd	1939	planned as bomber version
B-71.163	SE+DX	B-71	German Air Force	mfd	1940	planned as bomber version; opb Luftdienstkommando Holland at Leeuwarden (Netherlands), used as a target tug; crashed into the Zuiderzee/IJsselmeer; wreck recovered in the 1950s
B-71.164	not known	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.165	SE+DY	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.166	SE+DZ	B-71A	German Air Force	mfd	1940	planned as bomber version; opb Erprobungsstelle Travemünde by oct41
B-71.167	SE+EA	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.168	SE+EB	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.169	SE+EC	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.170	SE+ED	B-71	German Air Force	mfd	1940	planned as bomber version; opb Luftdienstkommando 11, Teil-Kdo 2/11 at Celle in winter 1941/42; in camo c/s with probably light grey undersides; photo exists
B-71.171	SE+EE	B-71	German Air Force	mfd	1939	planned as bomber version
B-71.172	SE+EF	B-71B	German Air Force	mfd	1940	target towing version; opb Luftdienstkommando 11, Teil-Kdo 2/11 at Celle in winter 1941/42; in dark green c/s with light grey undersides; photo exists
B-71.173	SE+EG	B-71A	German Air Force	mfd	1940	planned as bomber version; opb Luftdienstkommando 11, Teil-Kdo 2/11 and later Luftdienstkommando 64
B-71.174	SE+EH	B-71	German Air Force	mfd	1940	planned as bomber version; one source gives code SG+EH for this c/n
B-71.175	SE+EI	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.176	SE+EJ	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.177	SE+EK	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.178	SE+EL	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.179	SE+EM	B-71B	German Air Force	mfd	1940	planned as bomber version
B-71.180	SE+EN	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.181	SE+EO	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.182	SE+EP	B-71	German Air Force	mfd	1940	planned as bomber version; opb Luftdienstkommando 2/6 by feb42; in camo c/s with light undersides
B-71.183	SE+EQ	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.184	SE+ER	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.185	SE+ES	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.186	SE+ET	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.187	SE+EU	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.188	SE+EV	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.189	SE+EW	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.190	SE+EX	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.191	SE+EY	B-71	German Air Force	mfd	1940	planned as bomber version
B-71.192	SE+EZ	B-71B	German Air Force	mfd	1940	prototype of this target towing version; underwent trials with FVA (Flugtechnische Versuchsanstalt Prag, formerly VTLU) in 1940; opb Fliegerzielgeschwader 1; in non-standard two-tone mottled camo c/s with light grey or yellow undersides; photo exists
B-71.193	SE+FA	B-71	German Air Force			planned as bomber version
B-71.194	SE+FB	B-71	German Air Force			planned as bomber version
B-71.195	SE+FC	B-71	German Air Force			planned as bomber version
B-71.196	SE+FD	B-71	German Air Force			planned as bomber version
B-71.197	SE+FE	B-71	German Air Force			planned as bomber version
B-71.198	SE+FF	B-71	German Air Force			planned as bomber version; in camo c/s with light undersides
B-71.199	SE+FG	B-71	German Air Force			planned as bomber version
B-71.200	SE+FH	B-71	German Air Force			planned as bomber version; the last B-71 overhauled by Avia at Kunovice (overhaul completed 04jul43)
B-71.201	SE+FI	B-71	German Air Force			planned as bomber version
B-71.202	SE+FJ	B-71	German Air Force			planned as bomber version; opb Luftdienstkommando 11, Teil-Kdo 2/11 at Celle in winter 1941/42; in camo c/s with yellow or light grey undersides; photo exists
B-71.203	SE+FK	B-71	German Air Force			planned as bomber version
B-71.204	SE+FL	B-71	German Air Force			planned as bomber version
B-71.205	SE+FM	B-71	German Air Force			planned as bomber version
B-71.206	SE+FN	B-71	German Air Force			planned as bomber version
B-71.207	SE+FO	B-71	German Air Force			planned as bomber version
B-71.208	SE+FP	B-71	German Air Force			planned as bomber version
B-71.209	SE+FQ	B-71	German Air Force			planned as bomber version
B-71.210	SE+FR	B-71	German Air Force			planned as bomber version
B-71.211	SE+FS	B-71	German Air Force			planned as bomber version
B-71.212	SE+FT	B-71	German Air Force			planned as bomber version
B-71.213	SE+FU	B-71A	German Air Force			planned as bomber version; in dark green c/s (with two shades on the wings) with light grey undersides; dbr 11feb41 on take-off from Letnany when veered off the runway and collided first with parked Ar 96B-1 c/n 4062 and then with a concrete wall, pilot (Avia test pilot František Zemánek) killed and the second crew member injured; photo with tail broken off
B-71.214	SE+FV	B-71	German Air Force			planned as bomber version
B-71.215	SE+FW	B-71	German Air Force			planned as bomber version
B-71.216	SE+FX	B-71B	German Air Force	ph.	sum. 41	target towing version; opb Luftdienstkommando 62 or 61; in dark green/greenish grey camo c/s with light grey undersides, yellow rudder and trim
B-71.217	SE+FY	B-71B	German Air Force	f/f	30apr41	planned as bomber version

SB family aircraft with unknown construction numbers

1/ 0	CCCP-L3500	PS-41bis	AFL/Moscow-Irkutsk	rgd	21aug40	c/n in register as such, but cannot be correct; in document jun41
5/ 0	no code	SB 2M-103	NKAP LII	mfd	1939	strange c/n, judging by its features this aircraft belonged to batch 200 built in late 1939; fitted with a fixed tricycle landing gear by the workshops of TsAGI's department No. 8; informally named "Pterodactyl"; underwent trials with the LII NKAP in 1940/41; in Soviet Air Force c/s; photo 02sep40; final test results issued feb41
---	CCCP-F272	USB	GUGK	TAS	1945	registration without any dash or space; opb Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography) in Central Asia; probably in light grey c/s without titles
---	CCCP-F273	USB	GUGK	TAS	sep47	opb Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography) in Central Asia; probably in light grey c/s without titles; severely damaged sep47 when landed wheels-up at Tashkent
---	CCCP-F305	USB	GUGK	TAS	1945	registration without any dash or space; opb Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography) in Central Asia; probably in light grey c/s without titles
---	CCCP-N365	PS-41	Polyarnaya Aviats.	i/s	1944/45	registration probably painted on as 'H365'; opb MAGON; under maintenance by 10may45; used for ice reconnaissance over the White Sea until summer 1945; reportedly trf to Narkomzem, but Narkomzem's aviation assets had been transferred to GU GVF 21nov32
---	"2"	SB	Soviet Air Force	photo		with two dark stripes on top of the fin; shot down over Finland and crashed in a forest
---	"2"	SB	Soviet Air Force	photo		no stripes on top of the fin; shot down over Finland and crashed in a forest
---	"4"	SB 2M-103	Soviet Air Force	PKV	jul41	opb 1 ae 44 sbap; in light grey or natural metal c/s; destroyed by a German air attack on Pskov-Kresty airfield in late jun41
---	"8" red	SB 2M-100	Soviet Air Force	ph.	feb08	a very crudely restored wreck; in medium green c/s with light blue undersides and red top of fin; displayed on a pole at Vysoki-Olenya (Olenyegorsk district of the Murmansk region, N68.13734 E33.41811) from 09may85, seen feb08/feb13
---	"8"	SB	Soviet Air Force	ph.	01dec39	op 3 ae 35 ap; with two dark stripes on top of the fin; w/o 01dec39 when was shot down over Helsinki and crashed in a forest (possibly the one shot down by Fokker D.XXI FR-104 of HLeLv 24 of the Finnish Air Force, piloted by Lieutenant Eino Luukkanen)
---	"9"	SB	Soviet Air Force	photo		landed wheels-up on snow-covered territory in Finland; may have been repaired
---	not known	SB 2M-100A	Soviet Navy	ph.	25feb10	tail, one engine and both propellers are from c/n 111114, see there; in dark green c/s with light blue undersides; preserved in the Naval Aviation Museum at Safonovo from 09may85, seen apr06/oct10
---	"2" orange	SB 2M-100A	Soviet Navy	ph.	11mar16	in silver c/s; preserved in the Naval Aviation Museum at Safonovo, seen mar16
---	not known	SB	Soviet Air Force			w/o 23dec39 when was shot down by Fokker D.XXI FR-97 of HLeLv 24 of the Finnish Air Force (piloted by First Lieutenant Jorma Sarvanto) and crashed near Noskuanselkä
---	not known	SB	Soviet Air Force			w/o 23dec39 when was shot down by Fokker D.XXI FR-97 of HLeLv 24 of the Finnish Air Force (piloted by First Lieutenant Jorma Sarvanto) and crashed near Noisniemi
---	not known	SB	Soviet Air Force			w/o 17jan40 when was shot down by Fokker D.XXI FR-99 of HLeLv 24 of the Finnish Air Force (piloted by First Lieutenant Jorma Sarvanto) and crashed near Heinjoki
---	not known	SB	Soviet Navy			opb 57 sbap; w/o 29jan40 on a mission against Finland when crashed due to pilot error, crew (pilot: Osipov) killed
---	not known	SB	Soviet Navy			opb 57 sbap; w/o 04feb40 on a mission against Finland when crashed due to poor weather (pilot: Gnedoi)
---	not known	SB	Soviet Air Force			w/o 25jun41 when was shot down by Brewster 239 "Buffalo" BW-357 of LeLv 24 of the Finnish Air Force (piloted by First Lieutenant Jorma Sarvanto) and crashed near Utti
---	not known	SB	Soviet Navy	no	reports	opb 80 bap; w/o 17mar42 on return from a reconnaissance mission on the Kola peninsula when was severely damaged by enemy anti-aircraft artillery and crashed in the taiga near Kolezhma (south-east of the Dolina Roz valley), 2 of the 3 crew killed and 1 severely injured (pilot: Pyankov)
---	not known	SB 2M-103U	Soviet Navy	mfd	jun39	by Factory No. 22; engines c/n 923-278 & 943-761; opb 16 tao 3 ag VVS BVF; w/o 14sep43 on a flight from Yagodnik to Naryan-Mar when the engines failed as water had not been removed from the fuel tanks before take-off, the crew tried an emergency landing, but the aircraft crashed 7 km east of lake Sulskoye (N66°42' E49°41'), 3 of the 4 crew killed (commander: Major Ivan A. Krestyanov); wreck discovered 18sep43 and reached 12oct43
---	2	B-71	Bulgarian AF	photo		opb 1 yato of 5 oriak at Plovdiv; in khaki/olive drab camo c/s with light grey undersides, white code
---	6	B-71	Bulgarian AF	photo		in two-tone camo c/s with light grey undersides, black code
---	21	B-71	Bulgarian AF	ph.	1942	opb 5 oriak at Plovdiv; in khaki/olive drab camo c/s with light grey undersides and yellow rudder, white code

---	not known	B-71	Bulgarian AF	no	reports	opb 5 oriak at Plovdiv; w/o 13aug41, details unknown, 2 crew members (pilot: Lieutenant Tsvetko Vasilev Domuschiev) killed
---	not known	B-71	Bulgarian AF	no	reports	opb 5 oriak at Plovdiv; w/o 27aug41 when collided over the Rhodope mountains with the aircraft of the formation leader (which managed to land) and crashed, all 3 crew (pilot: Officer Candidate Ivan Penev Bobchev) killed
---	not known	B-71	Bulgarian AF	no	reports	opb 5 oriak at Plovdiv; w/o 20jul42 when crashed on take-off, 1 crew member killed (pilot Captain Iliya Khajiliev survived)
---	not known	B-71	Bulgarian AF	no	reports	w/o 20nov44, details unknown, all 3 crew (pilot: Sergeant Manol Nikolov Doichev) killed
---	5	SB 2M-100A	Chinese Air Force		photo	in dark green c/s with light blue undersides, white code
---	27	SB 2M-100A	Chinese Air Force		drawing	in dark green c/s with light blue undersides, white code
---	39	SB 2M-103	Chinese Air Force	ph.	1939	in natural metal c/s, black code
---	74	SB 2M-100A	Chinese Air Force		drawing	based in northern Shanxi in 1937/38; in mottled green over grey c/s with light grey undersides, black code
---	0109	SB 2M-105	Chinese Air Force		photo	c/n painted on fin, looks like 1727 or 1707; in dark green c/s with light blue undersides
---	0202	SB 2M-103	Chinese Air Force		photo	opb 1st Sqn 2nd BG; in olive drab c/s with light blue undersides; used by pilot Captain Chang Ti-Chin (Zhang Tijing) to defect from Chungking to Ichang 05oct40 (he then continued via Hankow to Nanking); possibly impressed into the puppet Nanking Air Force
---	1103	SB	Chinese Air Force	no	reports	w/o 25feb38 on the ground at Nanchang when was destroyed by a Japanese air raid
---	1104	SB	Chinese Air Force	no	reports	flown by Soviet volunteers; slightly damaged 26jun38 when the landing gear collapsed on landing at Nanchang
---	1532	SB	Chinese Air Force			
---	B-1573	SB	Chinese Air Force			
---	Zh	SB 2M-100	Chinese Air Force		photo	Cyrillic Zh on fin; probably flown by Soviet volunteers; in dark green c/s with light blue undersides; dbr in an accident, right wing broke off
---	F5	B-71	Czechoslovak AF	ph.	1938/39	opb 6 blp at Havlíčkův; initially in light grey c/s; repainted in green/brown/greenish grey c/s with light grey undersides
---	F6	B-71	Czechoslovak AF	ph.	feb39	opb 61. letka 1. lp at Hradec Králové; in green/brown/greenish grey camo c/s with light grey undersides
---	J6	B-71	Czechoslovak AF	ph.	1938	opb 6 blp; initially in light grey c/s; later in camo c/s with light grey undersides
---	J7	B-71	Czechoslovak AF	ph.	spr. 39	opb 61. letka 1. lp (according to other sources 76. letka III. perut' 5. blp); in dark green/dark brown/ochre camo c/s with light grey undersides
---	K3	B-71	Czechoslovak AF	Kbe	aut. 38	opb 72. letka I. perut' 6. blp at Kbely; in light grey c/s
---	K10	B-71	Czechoslovak AF	Kbe	1939	opb 72. letka I. perut' 6. blp; in light grey c/s
---	V7	B-71	Czechoslovak AF		photo	opb 33. letka 2. lp; in dark brown/dark green/medium green camo c/s with light grey undersides
---	Z11	B-71	Czechoslovak AF	ph.	1939	fell into German hands mar39; Czechoslovakian roundels crudely painted over by crosses and swastika
---	Z 1/3	B-71	Czechoslovak AF		photo	opb 66. letka II. perut' 1. mp; in green/brown camo c/s with light grey undersides; on photo in summer 1939 with Czechoslovakian roundel on rudder replaced by swastika
---	VP-10	SB 2M-103	Finnish Air Force	TMP	spr. 40	captured by the Finnish Armed Forces in 1940; repaired by the aircraft factory at Tampere; toc by Er.LLv (redesignated LeLv 6 31may41) 13aug40; in natural metal (or grey ?) c/s
---	VP-1	SB 2M-103	Finnish Air Force	TMP	summ.41	opb 2/LeLv 6; in natural metal (or grey ?) c/s
---	SB-1	SB 2M-103	Finnish Air Force	r/r	17sep41	opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44); seen HEM 03oct42 in dark green/black camo c/s; put into storage 20feb45; t/t in Finnish service 397 hours 15 minutes; struck off charge 02jan50
---	VP-2	SB	Finnish Air Force			captured by the Finnish Armed Forces in 1940; toc by Er.LLv (redesignated LeLv 6 31may41) 12mar41
---	SB-2	SB	Finnish Air Force	r/r	17sep41	opb LeLv 6; w/o 06apr42 when crashed on take-off from Malmi; t/t in Finnish service 142 hours 50 minutes; struck off charge 23jul42
---	VP-3	SB	Finnish Air Force			captured by the Finnish Armed Forces in 1940; toc by 2/LeLv 6 15jul41; w/o 02aug41 on take-off from Nummela when crashed into a forest; t/t in Finnish service 9 hours 10 minutes; struck off charge 30aug41
---	VP-4	SB	Finnish Air Force			captured by the Finnish Armed Forces in 1940; toc by Er.LLv (redesignated LeLv 6 31may41) 02may40
---	SB-4	SB	Finnish Air Force	r/r	17sep41	opb LeLv 6; w/o 04aug42 on landing at Malmi when crashed into a house and the carried depth charges exploded; t/t in Finnish service 202 hours 40 minutes; struck off charge 19sep42
---	SB-5	SB	Finnish Air Force			captured by the Finnish Armed Forces in 1940; toc by 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) 22mar42; put into storage 20feb45; t/t in Finnish service 214 hours 35 minutes; struck off charge 02jan50
---	VP-6	SB	Finnish Air Force			captured by the Finnish Armed Forces in 1940; toc by 2/LeLv 6 30aug41
---	SB-6	SB	Finnish Air Force	r/r	17sep41	opb 2/LeLv 6
---	SB-6	USB	Finnish Air Force			converted in early 1943; seen Luonetjärvi in summer 1943 in camo c/s, reported as opb T-LeLv 17 then; put into storage 24feb45; t/t in Finnish service 268 hours 40 minutes; struck off charge 02jan50
---	VP-7	SB	Finnish Air Force			captured by the Finnish Armed Forces in 1940; toc by 2/LeLv 6 27aug41
---	SB-7	SB	Finnish Air Force	r/r	17sep41	opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44); put into storage 20feb45; t/t in Finnish service 237 hours 45 minutes; struck off charge 02jan50
---	VP-8	SB 2M-100A	Finnish Air Force	ph.	sum. 41	captured by the Finnish Armed Forces in 1940; toc by Er.LLv (redesignated LeLv 6 31may41) 02may41; in green/black camo c/s with light blue undersides; silhouettes of three ships on the rudder (sunk 10jul41, 25jul41 and 24aug41)
---	SB-8	SB 2M-100A	Finnish Air Force	r/r	17sep41	opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44); seen HEM 03oct42 in camo c/s
---	SB-8	USB 2M-100	Finnish Air Force			converted to USB 2M-100A in early 1943
---	SB-8	USB 2M-103	Finnish Air Force			re-engined with M-103 engines 01nov43; t/t in Finnish service 289 hours 40 minutes; struck off charge 09feb45
---	SB-9	SB	Finnish Air Force			bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 27nov41; toc by 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) 04aug42; put into storage 20feb45; t/t in Finnish service 172 hours 50 minutes; struck off charge 02jan50
---	SB-10	SB 2M-103	Finnish Air Force			late production aircraft; bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 27nov41; toc by 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) 13aug42; in dark green/black camo c/s with light blue undersides; photo in autumn 1942; put into storage 08feb45; t/t in Finnish service 356 hours 30 minutes; struck off charge 02jan50
---	SB-11	SB 2M-103	Finnish Air Force	HEM	03oct42	late production aircraft; bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 27nov41; toc by 2/LeLv 6 22jun42; in green/black camo c/s with light blue undersides; w/o 24sep42 when took off from Malmi with locked rudder, crashed into trees near the airfield and caught fire, causing the carried depth charges to explode, all crew killed; t/t in Finnish service 72 hours; struck off charge 13nov42
---	SB-12	SB	Finnish Air Force			bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 21jan42; toc by 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) 04aug42; put into storage 20feb45, but last flight 13mar45; t/t in Finnish service 337 hours 35 minutes; struck off charge 02jan50
---	SB-13	SB 2M-103	Finnish Air Force			late production aircraft; bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 05feb42; toc by 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) 15aug42; seen Immolamär43 in white winter c/s with light blue undersides; dbr 25jul44 when took off from Nummela with locked rudder, slid sideways and came to rest on its belly; struck off charge 09oct44; t/t in Finnish service 338 hours 40 minutes; put into storage 20feb45
---	SB-14	SB 2M-103	Finnish Air Force	HEM	03oct42	bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 21jan42; toc by 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) 02oct42; in camo c/s; put into storage 20feb45; t/t in Finnish service 313 hours 05 minutes; struck off charge 02jan50
---	SB-15	SB	Finnish Air Force			bought from Germany, arrived in Finland 11apr42; h/o to the Finnish aircraft industry for repair 20apr42; toc by 1/LeLv 6 02oct42; w/o 14oct42 on take-off from Pori when the engines overheated and lost power, the aircraft force-landed in a forest and broke up; t/t in Finnish service 5 hours 25 minutes; struck off charge 15dec42
---	SB-16	SB	Finnish Air Force			bought from Germany, arrived in Finland 11apr42; h/o to the Finnish aircraft industry for repair 20apr42; toc by 1/LeLv 6 (redesignated 1/PLeLv 6 14feb44) 02oct42; put into storage 20feb45; t/t in Finnish service 173 hours 25 minutes; struck off charge 02jan50
---	SB-17	SB	Finnish Air Force			bought from Germany, arrived in Finland 11apr42; h/o to the Finnish aircraft industry for repair 20apr42; toc by 1/LeLv 6 (redesignated 1/PLeLv 6 14feb44) 11oct42; put into storage 04apr45; t/t in Finnish service 195 hours 05 minutes; struck off charge 02jan50
---	SB-18	SB	Finnish Air Force			bought from Germany, arrived in Finland 11apr42; h/o to the Finnish aircraft industry for repair 20apr42; toc by 1/LeLv 6 (redesignated 1/PLeLv 6 14feb44) 15jan43; put into storage 04apr45; t/t in Finnish service 144 hours 40 minutes; struck off charge 02may50
---	SB-19	SB 2M-103	Finnish Air Force	TKU	sum. 43	late production aircraft; bought from Germany, arrived in Finland 11apr42; h/o to the Finnish aircraft industry for repair 20apr42; toc by 1/LeLv 6 (redesignated 1/PLeLv 6 14feb44) 27feb43; in green/black camo c/s with light blue undersides; put into storage 20feb45; t/t in Finnish service 218 hours; struck off charge 02may50
---	SB-20	SB 2M-103	Finnish Air Force			bought from Germany, arrived in Finland 27aug42; h/o to the Finnish aircraft industry for repair 30dec42; toc by 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) 20aug43; in green/black camo c/s with light blue undersides; put into storage 04apr45; t/t in Finnish service 104 hours 35 minutes; struck off charge 02may50
---	SB-21	SB	Finnish Air Force			bought from Germany, arrived in Finland 27aug42; h/o to the Finnish aircraft industry for repair 30dec42; toc by 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) 21apr43; put into storage 24feb45; t/t in Finnish service 126 hours 15 minutes; struck off charge 02may50
---	SB-22	SB	Finnish Air Force			bought from Germany, arrived in Finland 27aug42; h/o to the Finnish aircraft industry for repair 30dec42; toc by 2/LeLv 6 05jun43; dbr while parked at Malmi when the brakes of Ju 52/3m OH-LAM failed and both aircraft collided, date unknown; t/t in Finnish service 37 hours 50 minutes; struck off charge 16sep43
---	SB-23	SB	Finnish Air Force			bought from Germany, arrived in Finland 27aug42; h/o to the Finnish aircraft industry for repair 30dec42; damaged at Kuorevesi 31aug43 (something seems to have dropped on the aircraft); h/o to the Finnish aircraft industry for repair again 01sep43; toc by 2/PLeLv 6 07mar44; put into storage 09feb45; t/t in Finnish service 83 hours 25 minutes; struck off charge 02may50
---	SB-24	SB	Finnish Air Force			bought from Germany, arrived in Finland 27aug42; h/o to the Finnish aircraft industry for repair 30dec42; toc by 1/LeLv 6 (redesignated 1/PLeLv 6 14feb44) 20aug43; dbr at Tampere 23feb45 (the landing gear seems to have broken on the snow); put into storage 24feb45; t/t in Finnish service 20 hours 50 minutes; struck off charge 02may50
---	D-RVAQ	B-71	RLM	rgd	early40	ferry registration; photo exists
---	not known	B-71	Bulgarian AF	d/d	early40	

---	D-RVAR	B-71	RLM	rgd	early40	ferry registration; in camo c/s with light grey undersides; photo exists, reportedly taken in 1940; suffered a taxiing accident, right main landing gear ripped off
---	not known	B-71	Bulgarian AF	d/d	early40	
---	D-RVAT	B-71	RLM	rgd	early40	ferry registration; in dark c/s with light undersides; photo exists
---	not known	B-71	Bulgarian AF	d/d	early40	
---	D-RVAU	B-71	RLM	rgd	early40	ferry registration; photo exists
---	not known	B-71	Bulgarian AF	d/d	early40	
---	D-RVAY	B-71	RLM	rgd	early40	ferry registration
---	not known	B-71	Bulgarian AF	d/d	early40	
---	BK+JF	B-71	German Air Force	no	reports	
---	CE+NN	B-71	German Air Force	no	photo	
---	DB+..	B-71	German Air Force	no	photo	
---	LP+FB	B-71	German Air Force	no	photo	
---	SD+HI	B-71	German Air Force	no	reports	ferry registration for Luftpark; in green/brown camo c/s with light grey undersides
---	SD+HJ	B-71	German Air Force	no	reports	
---	SE+BZ	B-71	German Air Force	no	reports	
---	SE+HI	B-71	German Air Force	no	reports	
---	SE+HJ	B-71	German Air Force	no	reports	
---	SE+PA	B-71	German Air Force	no	reports	opb Luftdienst-Gruppe Weste 1 Ob.d.L
---	TB+PC	B-71	German Air Force	no	photo	in camo c/s with light grey or yellow undersides
---	TB+PG	B-71	German Air Force	no	reports	
---	TB+PL	B-71	German Air Force	no	photo	
---	TB+PO	B-71	German Air Force	no	photo	opb Luftdienstkommando 2/12 at Babenhausen; in camo c/s with light grey undersides; photo at Babenhausen in summer 1941
---	TB+PP	B-71	German Air Force	no	photo	probably in camo c/s with light grey undersides
---	VB+ND	B-71	German Air Force	no	reports	
---	VI+BA	B-71	German Air Force	no	reports	
---	WL+AEDV	B-71	German Air Force	no	photo	in camo c/s with probably light grey undersides
---	..+LE	B-71	German Air Force	no	photo	in non-standard (or rather standard Luftwaffe) c/s
20/938 ?	not known	USB 2M-105	Polish Air Force	d/d	may46	c/n given in TBIU No. 63 as 20/938, but that is not possible (the highest batch was 334); opb OSL at Deblin; still on charge in 2nd half of 1949; wfu in late 1949
22/382 ?	not known	USB 2M-105	Polish Air Force	d/d	may46	c/n given in TBIU No. 63 as 22/382, but that is not possible (the highest batch was 334 and the highest number in the batch 20); opb OSL at Deblin; still on charge in 2nd half of 1949; wfu in late 1949
---	no serial	SB 2M-103	Slovak Air Force	TNL	oct41	abandoned by the Soviet Air Force at Ternopol and captured by advancing Slovakian ground forces; designated 'SB-3' by the Slovaks in error; in dark green c/s with light blue undersides, Red Stars replaced by Slovakian crosses; dbr oct41 on its ferry flight to Slovakia when crash-landed during a stop-over at Lvov
---	1	SB 2M-100	Spanish Republ. AF		photo	in sand c/s with light grey undersides, white code on fin; damaged 10feb37 when was hit by a Fiat CR.32 of the Aviazione Legionaria and made a forced landing in a sugar-cane field near Motril (Granada), all 3 crew (pilot: Fyodor Oproshchenko) escaped basically unhurt; recovered by the Nationalists via El Varadero and Guadalquivir to Sevilla and rebuilt by the workshops at Tablada
---	no serial	SB 2M-100	Spanish Air Force		photo	repainted in Italian-style mottled camo c/s over the initial sand colour; r/f sep37 or oct37; used for reconnaissance missions over Republican territory; belly-landed at Tablada 09may38, but repaired
---	20W-1	SB 2M-100	Spanish Air Force	r/r	early39	in dark green/brown/grey camo c/s with light grey undersides; used for bombing and reconnaissance missions over Republican territory; trf to G-86/70 at Posadas in early 1939; last combat mission flown 06mar39 (from Malaga); later opb Regimiento nº 13 at Albacete-Los Llanos
---	5	SB 2M-100	Spanish Republ. AF	drawing		opb Grupo nº 12; in green/sand camo c/s with light grey undersides and yellow code
---	BK-024/3	SB 2M-100	Spanish Republ. AF	drawing		opb 2a Escuadrilla, Grupo nº 24; in mottled green over sand camo c/s with light grey undersides and white code
---	BK-067/48	SB 2M-100	Spanish Republ. AF	MAD	31mar39	opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	20W-10	SB 2M-100	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-48; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40; in dark green c/s with light grey undersides; photo exists
---	BK-37/..	SB 2M-100A	Spanish Republ. AF			named "El Abuelo" (the grandfather); attacked and hit the German battleship "Deutschland" off Ibiza 29may37, killing 31 (or 22 ?) crew and injuring 83
---	BK-053/49	SB 2M-100	Spanish Republ. AF	SVQ	1939	confirmed only as BK-0.3/49; opb Grupo nº 24; in olive drab c/s with light grey undersides; escaped to Oran-La Sénia or Tigditt in Algeria 29mar39 and was repatriated by France to the Nationalists
---	20W-..	SB 2M-100	Spanish Air Force			became either 20W-15, 20W-16 or 20W-17
---	33	SB 2M-100A	Spanish Republ. AF	drawing		opb 2a Escuadrilla, Grupo nº 24; in sand c/s with light grey undersides and white code
---	BK-066/33	SB 2M-100A	Spanish Republ. AF	MAD	31mar39	opb 2a Escuadrilla, Grupo nº 24; in mottled green over sand camo c/s with light grey undersides and white code; surrendered to the Nationalists at Barajas 29mar39
---	20W-5	SB 2M-100A	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-33; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40
---	BK-069/46	SB 2M-100A	Spanish Republ. AF	MAD	31mar39	opb Grupo nº 24; in dark green/ochre camo c/s with light grey undersides, white code; surrendered to the Nationalists at Barajas 29mar39
---	20W-8	SB 2M-100A	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-46; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40
---	BK-071/51	SB 2M-100A	Spanish Republ. AF	MAD	31mar39	opb 4a Escuadrilla, Grupo nº 24; in green/ochre camo c/s with light grey undersides; surrendered to the Nationalists at Barajas 29mar39
---	20W-11	SB 2M-100A	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-51; opb Regimiento nº 13 at Albacete-Los Llanos; overhaul by the workshops at Albacete-Los Llanos completed 08apr40, next repair completed 16may40; in dark c/s with light grey undersides, already with the new red/yellow roundels; photo in the 1940s exists
---	BK-076/52	SB 2M-100	Spanish Republ. AF	MAD	31mar39	opb Grupo nº 24; in green/brown camo c/s; surrendered to the Nationalists at Barajas 29mar39
---	20W-12	SB 2M-100	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-52; opb Regimiento nº 13 at Albacete-Los Llanos
---	BK-77/34	SB 2M-100A	Spanish Republ. AF		photo	opb Grupo nº 24 in early 1939; in green/ochre camo c/s with light blue undersides; surrendered to the Nationalists
---	BK-083/21	SB 2M-100	Spanish Republ. AF	no	reports	used for carrying bomb containers oct38
---	BK-091/..	SB 2M-100A	Spanish Republ. AF	MAD	31mar39	opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	BK-../1	SB 2M-100A	Spanish Republ. AF		photo	stored without propellers
---	BK-../2	SB 2M-100A	Spanish Republ. AF		photo	in mottled camo c/s with white code; captured by the Nationalists
---	BK-../3	SB 2M-100A	Spanish Republ. AF		photo	in mottled camo c/s with white code; attacked the rescue operation after the sinking of the Nationalist cruiser "Balears" off Cabo de Palos 05mar38; probably surrendered to the Nationalists at Barajas 29mar39
---	20W-2	SB 2M-100A	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-3; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40
---	BK-../4	SB 2M-100A	Spanish Republ. AF		photo	in mottled camo c/s with white code
---	BK-../5	SB 2M-100	Spanish Republ. AF	drawing		in mottled camo c/s with yellow code
---	BK-../6	SB 2M-100A	Spanish Republ. AF	drawing		in mottled camo c/s with white code
---	BK-../11	SB 2M-100	Spanish Republ. AF	drawing		in mottled camo c/s with white code
---	BK-../16	SB 2M-100	Spanish Republ. AF	photo		shot down probably by the Italians
---	BK-../30	SB 2M-100	Spanish Republ. AF	drawing		in ochre c/s with light grey undersides, white code
---	BK-0.0/31	SB 2M-100	Spanish Republ. AF	MAD	31mar39	opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	20W-3	SB 2M-100	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-31; opb Regimiento nº 13 at Albacete-Los Llanos
---	BK-../32	SB 2M-100	Spanish Republ. AF		photo	opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	20W-4	SB 2M-100	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-32; opb Regimiento nº 13 at Albacete-Los Llanos
---	BK-../35	SB 2M-100A	Spanish Republ. AF		photo	opb 2a Escuadrilla, Grupo nº 24
---	BK-../36	SB 2M-100	Spanish Republ. AF		photo	opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	20W-6	SB 2M-100	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-36; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40; in dark green/brown/grey camo c/s with light grey undersides; photo at Alicante-Rabasa with new red/yellow roundels
---	BK-../37	SB 2M-100A	Spanish Republ. AF		photo	opb Grupo nº 24; in dark c/s with light grey undersides and white code; surrendered to the Nationalists at Barajas 29mar39
---	20W-7	SB 2M-100	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-37; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40
---	BK-../45	SB 2M-100	Spanish Republ. AF		photo	opb Grupo nº 24; escaped to Oran-La Sénia or Tigditt in Algeria 29mar39 and was repatriated by France to the Nationalists
---	20W-..	SB 2M-100	Spanish Air Force			had been entered into Nationalist records initially as 20W-45; overhaul by the workshops at Albacete-Los Llanos completed 25mar40, serial given as such; became either 20W-15, 20W-16 or 20W-17
---	BK-../47	SB 2M-100	Spanish Republ. AF	MAD	31mar39	opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	20W-9	SB 2M-100	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-47; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40
---	BK-../53	SB 2M-100	Spanish Republ. AF	MAD	31mar39	opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	20W-13	SB 2M-100	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-53; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40
---	BK-../60	SB 2M-100A	Spanish Republ. AF	ph.	spr. 39	opb Grupo nº 24; in mottled camo c/s with white code; surrendered to the Nationalists at Barajas 29mar39
---	20W-14	SB 2M-100	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-60; opb Regimiento nº 13 at Albacete-Los Llanos
---	not known	SB 2M-100	Spanish Republ. AF			the first SB lost in Spain; w/o during an attack on Talavera de la Reina airfield 02nov36 when was shot down by two Fiat CR.32s, all 3 crew (pilot: P.P. Petrov) killed
---	not known	SB 2M-100	Spanish Republ. AF			w/o during an attack on Ávila 12nov36 when crashed into mountains 30 km north of Madrid (1 out of 2 SBs), all 3 crew killed
---	not known	SB 2M-100	Spanish Republ. AF			w/o during an attack on Ávila 12nov36 when crashed into mountains 30 km north of Madrid (1 out of 2 SBs), all 3 crew killed

---	not known	SB 2M-100	Spanish Republ. AF				opb 3a Escuadrilla, Grupo nº 24; w/o 03jan37 on a bombing mission against Córdoba when was shot down by a Fiat CR.32 (piloted by Captain Joaquin García Morato) of the Patrulla Azul and crash-landed near Andujar, pilot Ananias Sanjuan Alonso survived while observer Álvarez Rueda and gunner González Martos were killed
---	not known	SB 2M-100	Spanish Republ. AF				opb 3a Escuadrilla, Grupo nº 24; w/o 03jan37 on a bombing mission against Córdoba when was shot down by a Fiat CR.32 (piloted by Captain Joaquin García Morato) of the Patrulla Azul and crashed near Andujar, all 3 crew (pilot Nikolai Batov alias Ivanov, observer Vladimir Zotov and gunner Muñoz Hernández) killed w/o 23jul37 when was shot down by a Bf 109 of J/88 of "Legion Condor" (the first SB which was shot down by a Bf 109)
---	not known	SB 2M-100	Spanish Republ. AF				damaged by Nationalist anti-aircraft artillery 28jan38 and force-landed near Ejea de los Caballeros; ferried by the Nationalists to Castejón, but was not impressed by the Nationalist Air Force; probably the aircraft which was displayed as a 'Martin Bomber' in the war booty exhibition in the Gran Kursaal casino at San Sebastián aug38
---	not known	SB 2M-100	Spanish Republ. AF				4 w/o 07feb38 when were shot down by Bf 109s of J/88 of "Legion Condor"
---	not known	SB 2M-100	Spanish Republ. AF				w/o 09jun38 when was show down and crashed in flames, the injured navigator (A.V. Byelitski) managed to bail out
---	not known	SB 2M-100	Spanish Republ. AF				w/o 13jun38 on final approach to Bañolas airfield when collided with another SB and crashed near lake Bañolas
---	not known	SB 2M-100A	Spanish Republ. AF				w/o 13jun38 on final approach to Bañolas airfield when collided with another SB and crashed into lake Bañolas; part of the wreckage including an M-100A engine was recovered from the lake aug85 and is on display in the Museo de Aeronáutica y Astronáutica at Cuatro Vientos
---	not known	SB 2M-100	Spanish Republ. AF				opb 3a Escuadrilla, Grupo nº 24; w/o 20aug38 on a bombing mission against Batea when was shot down by Bf 109Bs of J/88 of "Legion Condor", 1 crew member killed while the other 2 managed to bail out
---	not known	SB 2M-100	Spanish Republ. AF				opb 3a Escuadrilla, Grupo nº 24; w/o 20aug38 on a bombing mission against Batea when was shot down by Bf 109Bs of J/88 of "Legion Condor", all 3 crew managed to bail out
---	not known	SB 2M-100	Spanish Republ. AF				in camo c/s; w/o 06feb39, right wing broke off and fuselage burnt
---	20W-15	SB 2M-100	Spanish Air Force	r/r		photo 1939	one of the aircraft repatriated by France from Oran-La Sénia or Tigditt; opb Regimiento nº 13 at Albacete-Los Llanos
---	20W-16	SB 2M-100	Spanish Air Force	r/r		1939	one of the aircraft repatriated by France from Oran-La Sénia or Tigditt; opb Regimiento nº 13 at Albacete-Los Llanos; in dark green/ochre camo c/s with light grey undersides; photo exists; w/o 12apr43 when crashed for unknown reasons in a field close to Aldea de Pardales (near Albacete), crew (pilot: Juan Castro Carrasco) killed
---	20W-17	SB 2M-100	Spanish Air Force	r/r		1939	one of the aircraft repatriated by France from Oran-La Sénia or Tigditt; opb Regimiento nº 13 at Albacete-Los Llanos; overhaul by the workshops at Albacete-Los Llanos completed 08apr40, but again under repair there 22apr40/26may40
---	20W-18	SB 2M-100	Spanish Air Force				rebuilt from a hulk (probably using parts of several aircraft) after jun39; opb Regimiento nº 13 at Albacete-Los Llanos
---	20W-19	SB 2M-100	Spanish Air Force				rebuilt from a hulk (probably using parts of several aircraft) after jun39; opb Regimiento nº 13 at Albacete-Los Llanos
---	20W-..	SB 2M-100	Spanish Air Force				w/o 16sep41 (or 18sep41 ?) on a familiarisation flight from Albacete-Los Llanos when crashed for unknown reasons close to the airfield, crew (pilot: Captain Fernando Mitegui Ganado) killed

Tupolev Tu-4

The Tu-4 was a heavy bomber, in fact a 'reverse-engineered' copy of the Boeing B-29 "Superfortress". A total of 1,296 (according to other sources only 847) was built by three factories between 1947 and 1953. Four Tu-4s were transferred by the Soviet Air Force to Polar Aviation in the mid-1950s, which used them for ice-reconnaissance and re-supplying research stations in the Arctic.

Batch 0 consisted of two aircraft only and batch 1 of three aircraft. The next batches had five aircraft each and later batches ten.

481 Tu-4 built by Factory # 18 at Kuibyshev-Bezymyanka from 1949 to 1953

The early c/n system can be explained as follows: The first two digits (18) are the factory code, followed by the product code (4), the number in the batch and the batch number. Starting from batch 50, a new system was used which can be explained as follows: The first three digits (280) stand for the factory code, followed by the batch number and the number in the batch.

18 4 3 05	not known	Tu-4	Soviet Air Force	no	reports		the first aircraft with an additional RSU-5 radio station
18 4 5 05	not known	Tu-4	Soviet Air Force	no	reports		the first aircraft with an RSB-5 radio station
18 4 1 07	not known	Tu-4	Soviet Air Force	no	reports		the first aircraft with an RSB-5 radio station
18 4 5 07	"23"	Tu-4	Soviet Air Force		photo		opb 50 vashm at Vapnyarka-2
18 4 3 08	"21"	Tu-4	Soviet Air Force		photo		opb 50 vashm at Vapnyarka-2
18 4 2 09	not known	Tu-4	Soviet Air Force	no	reports		the first aircraft with light filters and shutters and at the same time the first aircraft with an AFA photo camera
18 4 2 18	"28" blue	Tu-4D	Soviet Air Force				
18 4 01 36	not known	Tu-4	Soviet Air Force	no	reports		the first aircraft with PV-23 cannons
18 4 10 39	not known	Tu-4	Soviet Air Force	no	reports		the last aircraft with an additional RSU-5 radio station
18 4 08 41	"18" red	Tu-4D	Soviet Air Force				
18 4 06 44	"06"	Tu-4	Soviet Air Force		photo		opb 25 "Moskovski" vtap at Pskov
18 4 03 47	"26" red	Tu-4D	Soviet Air Force				
18 4 08 48	"41" red	Tu-4	Soviet Air Force				converted to a "Burlaki" system test-bed; later converted to a tanker
280 50 02	"22" blue	Tu-4	Soviet Air Force		photo		
280 51 03	"01" red	Tu-4	Soviet Air Force	mfd	mar52		also reported for Polyarnaya Aviatsiya, but this seems not to be true; opb 43rd Air Army at KBP, was the personal aircraft of the regiment's commander; took part in the cancelled air raid on Budapest 03/04nov56; trf to the navigators' school at Chelyabinsk-Shagol in 1957; last flight 07oct58 (to Monino); t/t 1,540 hours 05 minutes and 2,004 cycles; used as a ground instructional airframe by the repair shop at Monino; h/o to the Air Force museum at Monino (N55.831617 E38.1876296) when the repair shop was closed down, l/n aug15
280 52 04	not known	Tu-4K	Soviet Air Force		photo		in the book "Soviet Strategic Aviation in the Cold War"
280 56 03	"25"	Tu-4	Soviet Air Force		photo		in the book "Soviet Strategic Aviation in the Cold War"
280 57 10	CCCP-N1139	Tu-4	Polyarnaya Aviats.	trf	early54		ex Soviet Air Force; opb 247 LO; registration painted on as "CCCP H-1139"; in natural metal c/s with titles; equipped with a "Kobalt" radar in 1954; used to resupply the drifting polar stations SP-4 in 1954 and SP-5 in 1955; f/n 22jun54
	CCCP-04262	Tu-4	Aeroflot/Polar	rgd	1959 ?		opb 247 LO; t/t 1,398 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out at Novgorod-Krehevitsy; opb 224 tbap
280 58 08	"25"	Tu-4	Soviet Air Force		photo		
280 59 01	"21" red	Tu-4	Soviet Air Force				
280 60 07	4074	Tu-4	Chinese Air Force				
280 60 08	4005	Tu-4	Chinese Air Force				
280 60 10	4104	Tu-4	Chinese Air Force				
280 61 01	"02"	Tu-4	Soviet Air Force		photo		in the book "Soviet Strategic Aviation in the Cold War"
280 62 07	4003	Tu-4	Chinese Air Force				
280 62 08	not known	Tu-4	Chinese Air Force				
280 62 10	not known	Tu-4	Chinese Air Force				
280 63 01	4001	Tu-4	Chinese Air Force				
280 63 02	? not known	KJ1	Chinese Air Force		photo		c/n difficult to read on photo; AEW aircraft with rotodome
280 63 03	"28" red	Tu-4	Soviet Air Force		photo		
280 65 01	not known	Tu-4	Soviet Air Force				opb 50th Air Army; converted to, see next line
	4114	Tu-4UChSh	Chinese Air Force	h/o	10sep60		navigator training version; converted to, see next line
	4114	KJ1	Chinese Air Force		photo		prototype of an AEW aircraft with Type 843 rotodome and AI-20M turboprops; preserved in the China Aviation Museum at Shahezhen AFB (Changping, N40.183106 E116.35875), seen 1990/nov15
280 65 08	not known	Tu-4	Soviet Air Force				opb 50th Air Army; converted to, see next line
	4124	Tu-4UChSh	Chinese Air Force	h/o	10sep60		navigator training version
280 67 02	"23" red	Tu-4T	Chinese Air Force				prototype of this version

655 Tu-4 built by Factory # 22 at Kazan-Borisoglebskoye from 1947 to 1952

The c/n can be explained as follows: The first two digits (22) are the factory code, followed by the batch number and the number in the batch.

22 00 01	? not known	Tu-4	Tupolev OKB	f/f	19jun47		in Soviet Air Force c/s; underwent trials with the LII VVS at Zhukovskii
22 00 02	"22"	Tu-4	Tupolev OKB	ph.	1947		in Soviet Air Force c/s; modified to, see next line
	"22"	Tu-4A	Soviet Air Force		photo		nuclear bomb carrier; dropped the first Soviet nuclear bomb
22 01 01	? "03" black ?	Tu-4	Tupolev OKB	no	reports		dropped probably in 1947 when one engine caught fire and the pilot made a belly-landing short of the runway
22 01 02	? "04" black ?	Tu-4	Tupolev OKB	no	reports		the first Tu-4 equipped with PV-20 cannons
22 02 04	"9" black	Tu-4	Soviet Air Force	f/f	19oct47		converted to, see next line
	not known	Tu-4LL	Soviet Air Force				used as a test-bed for the Dobrynin VD-3TK engine
22 02 05	"1000"	Tu-4	Soviet Air Force	Kho	late40s		
22 04 04	no code	Tu-4	Soviet Air Force		photo		in the book "Soviet Strategic Aviation in the Cold War"
22 05 01	"21" black	Tu-4	Soviet Air Force				
22 05 03	"23" black	Tu-4	Soviet Air Force				
22 05 04	"24"	Tu-4	Soviet Air Force		photo		in the book "Soviet Strategic Aviation in the Cold War"

22 06 05	no code	Tu-4	Soviet Air Force	ph.	1947/48	at the LII
22 07 02	"32"	Tu-4	Soviet Air Force	ph.	1947	
22 08 02	"37" black	Tu-4	Soviet Air Force			
22 08 04	"39"	Tu-4	Soviet Air Force	ph.	1947	
22 09 01	"41" black	Tu-4	Soviet Air Force			
22 09 14	"41"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
22 10 01	not known	Tu-4	Soviet Air Force	no	reports	modified by OKB-30 within the frameworks of the project "Burlaki" to tow a MiG-15bis fighter; underwent factory trials 02Feb/26Apr51 and state trials 28Jul/24Aug51
22 12 03	"23"	Tu-4LL	MAP LII Zhukovski	ph.	1957 ?	engine test-bed; in Soviet AF c/s; equipped with an NK-4 turbo-prop on # 1 position and an AI-20 turbo-prop on # 4 position around 1957
22 12 04	not known	Tu-4	Soviet Air Force			featured in film
22 14 01	"66" black	Tu-4	Soviet Air Force			
22 19 01	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an additional RSU-5 radio station
22 19 02	"92" black	Tu-4	Soviet Air Force	DEB	1950/51	opb 226 bap; seen at Debrecen (Hungary) in 1950/51
22 21 01	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an RSB-5 radio station
22 29 03	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an AGK-47B electrical horizon
22 30 02	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with light filters and shutters and at the same time the first aircraft with an AFA photo camera
22 31 05	not known	Tu-4	Soviet Air Force			featured in film
22 32 01	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with PV-23 cannons
22 32 04	not known	Tu-4	Polyarnaya Aviats.			featured in film
22 34 02	"02" red	Tu-4	Soviet Air Force	no	photo	
22 37 01	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with improved engine mountings
22 50 08	4134	Tu-4	Chinese Air Force		photo	converted to carry RPVs; preserved in the China Aviation Museum at Shahezhen AFB (N40.183455 E116.35872 Changping), seen 1990/apr16
22 52 04	no code	Tu-4	Soviet Air Force		photo	armament removed; used to resupply Soviet polar stations
22 54 02	not known	Tu-4LL	Soviet Air Force			used as a test-bed for the Kuznetsov TV-2 engine; crashed 08oct51
22 60 02	"08" red	Tu-4T	Soviet Air Force			
22 61 10	not known	Tu-4	Soviet Air Force	no	reports	the last aircraft with an additional RSU-5 radio station
22 63 05	no code	Tu-4K	Soviet Air Force	ph.	1952	armed with two KS-1 missiles; underwent trials in 1952
	not known	Tu-4K	Soviet Navy	no	reports	opb 124 tbat (renamed 124 mtap) and later by 5 mtap of the Black Sea Fleet
22 66 09	"09"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
22 ...	"207" black	Tu-4	Soviet Air Force		photo	the 207th Tu-4 built by Factory # 22
220 51 08 ?	"30"	Tu-4	Soviet Air Force		photo	c/n difficult to read on photo; used as a ground instructional airframe by the Mechanical and Machine-building Faculty of the Chelyabinski Politekhnicheski Institut (MKh ChPI) at Chelyabinsk
220 75 03	"29"	Tu-4	Soviet Air Force		photo	opb 25 "Moskovski" vtap at Pskov
220 75 10	"29" red	Tu-4NM	Soviet Air Force			RPV carrier aircraft
220 80 09	CCCP-N1155	Tu-4	Polyarnaya Aviats.	rgd	17oct55	ex Soviet Air Force; opb 247 LO; first CofA was valid until 04sep56; photo exists
	CCCP-04259	Tu-4	Aeroflot/Polar	rgd	1959 ?	opb 247 LO; t/t 1,252 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out
220 84 07	CCCP-N1156	Tu-4	Polyarnaya Aviats.	rgd	17oct55	ex Soviet Air Force; opb 247 LO; first CofA was valid until 04sep56
	CCCP-04260	Tu-4	Aeroflot/Polar	rgd	1959 ?	opb 247 LO; t/t 1,463 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out

160 Tu-4 built by Factory # 23 at Moscow-Fili from 1950 to 1952

The early c/n system can be explained as follows: The first two digits (23) are the factory code, followed by the number in the batch and the batch number. Starting from about batch 20, a new system seems to have been used. It can probably be explained as follows: The first three digits (230) stand for the factory code, followed by the batch number and the number in the batch.

23 01 01	not known	Tu-4	Soviet Air Force	no	reports	already equipped with an RSB-5 radio station, an additional RSU-5 radio station and an AGK-47B electrical horizon
23 01 02	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with light filters and shutters and at the same time the first aircraft with a photo camera
23 03 22	not known	Tu-4	Soviet Air Force			
	no code	ShR-1	MAP LII Zhukovski	h/o	jan52	test-bed for the tandem landing gear of the Myasishchev M-4 (with a 2-wheel forward landing gear); in Soviet Air Force c/s; underwent trials apr52/jun52 (34 flights)
	not known	ShR-2	MAP LII Zhukovski			test-bed for the tandem landing gear of the Myasishchev M-4 (with a 4-wheel forward landing gear); in Soviet Air Force c/s; underwent trials in 1953 (17 flights)
	not known	SUR	MAP LII Zhukovski			test-bed for the SUM rocket-assisted take-off boosters for the Myasishchev M-4; underwent trials in 1953/54 (only one 'live' take-off)
23 05 03	not known	Tu-4LL	Soviet Air Force		photo	opb LII; used as a mother ship for the '346' (DFS 346) supersonic rocket aircraft in 1950/51
23 01 04	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with PV-23 cannons
23 10 12	not known	Tu-4	Soviet Air Force	no	reports	the last aircraft with an additional RSU-5 radio station
23 01 13	no code	Tu-4LL	Soviet Air Force		photo	used as a DR-1 test-bed for the Lyulka AL-5 engine and later as a DR-2 test-bed for the Lyulka AM-3 engine
23 03 14	no code	Tu-4LL	Soviet Air Force		photo	used as a test-bed for an early Lyulka engine
23 04 14	"65"	Tu-4	Soviet Air Force		photo	opb 208 tbat at Seshcha
23 02 17	"35"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
230 25 05	not known	Tu-4	Soviet Air Force		photo	featured in a news reel
230 27 02	"66" red	Tu-4	Soviet Air Force		photo	featured in a news reel
230 28 01	CCCP-N1138	Tu-4	Polyarnaya Aviats.	trf	early54	ex Soviet Air Force; opb 247 LO; registration painted on as 'CCCP H-1138'; used to resupply the "Sever-6" Arctic expedition in 1954; photo at Mys Shmidta in 1954
	CCCP-04261	Tu-4	Aeroflot/Polar	rgd	1959 ?	opb 247 LO; t/t 1,079 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out

Tu-4 with unknown construction numbers

.. 2 20	"10"	Tu-4	Soviet Air Force	photo	based at Uzin in the 1950s
---	"15"	Tu-4	Soviet Air Force	photo	at KBP 1950
---	"102"	Tu-4	Soviet Air Force	photo	code retouched ?
---	4008	Tu-4	Chinese Air Force		

Tupolev Tu-16

This versatile bomber was widely used in the Soviet Union for all kinds of work. It is not really in the scope of this book to handle the type, but as some were used for the Tu-104 programme and others were purely used for civil work, we have included them. Total production was 1.503 Tu-16s of all versions.

649 Tu-16 built by Factory # 22 at Kazan-Borisoglebskoye from 1953 to 1959

The c/n gives the year of manufacture, the factory code (2 for factory 22), a 0 without meaning, the batch number and the number in the batch. It seems the first batches had five, middle batches had ten and later batches thirty aircraft each.

3 2 001 01	not known	Tu-16	Soviet Air Force	mfd	29oct53	first series-production Tu-16
3 2 001 02	not known	Tu-16	Soviet Air Force	mfd	late 53	photo exists
4 2 001 03	"40" red	Tu-16	Soviet Air Force			
4 2 001 05	not known	Tu-16	Soviet Air Force			
4 2 002 02	not known	Tu-16	Soviet Air Force	w/o	06apr54	according to the book 'Soviet Strategic Aviation in the Cold War'
4 2 002 04	no code	Tu-16	Soviet Air Force	ph.	ca 1972	used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA)
4 2 003 02	not known	Tu-16	Soviet Air Force			
4 2 003 02	not known	Tu-16	Soviet Air Force			
4 2 003 03	not known	Tu-16	Soviet Air Force			
4 2 003 05	not known	Tu-16KS-1	Soviet Air Force		1954	
4 2 004 01	"41"	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; probably scrapped in 1980s
4 2 004 04	"44"	Tu-16LL	MAP LII Zhukovski	no	reports	in Soviet Air Force c/s; used as a test-bed for studying laminar flow along various wing models at subsonic speeds in 1963/70, results of the tests used for the design of the Tu-134
4 2 005 01	not known	Tu-16	Soviet Air Force			
4 2 005 02	not known	Tu-16	Soviet Air Force			
4 2 005 03	"71" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
4 2 005 04	not known	Tu-16	Soviet Air Force			
4 2 005 05	--	Tu-16				h/o to Factory # 1 as assemblies and received a new c/n there
4 2 005 10	not known	Tu-16	Soviet Air Force			
4 2 006 01	not known	Tu-16	Soviet Air Force			
4 2 007 03	"40" red	Tu-16K	Soviet Air Force	ph.	02may99	preserved at Bila Tserkva air base (N49.805763 E30.041283); l/n oct16
4 2 007 04	"01" red	Tu-16	Soviet Air Force		13jun13	preserved at Ussuriisk-Bodzvizhenka
4 2 008 01	"42" ?	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; probably scrapped in 1980s
4 2 008 05	"83" yellow	Tu-16K-26	Soviet Air Force		06jul94	in the technical School at Chortkiv, l/n aug97
3 2 010 02	not known	Tu-16	Soviet Air Force			

4 2 010 04	"53" blue	Tu-16K-26	Soviet Air Force			last flight 15jun66 (to Monino); t/t 1,550 hours 10 min and 1,122 cycles; used as ground instructional airframe by the 'Zhukovski' Air Force Engineering College at Monino from may67; later h/o to the Air Force museum, displayed with KSR-5 missiles, f/n 1977, l/n 17jun99
4 2 011 10	"53" red "74" yellow	Tu-16K-26 Tu-16K-26	Soviet Air Force Soviet Air Force	Mon	03jul06 06jul94	preserved in the Air Force museum at Monino (N55.832772 E38.187915) with changed code, l/n jan17 also reported as "74" black !; in the technical School at Chortkiv, almost completely scrapped by may97, l/n aug97
4 2 013 01	not known	Tu-16	Soviet Air Force			
5 2 013 05	"55"	Tu-16	Soviet Air Force		photo	probably in Belarus
5 2 013 08	"65" red	Tu-16	Soviet Air Force		photo	in Aerofax book, later coded "17" red according to text
5 2 014 04	"63"	Tu-16	Soviet Air Force		photo	
5 2 014 05	"42" red not known	Tu-16 Tu-16	Soviet Air Force Soviet Air Force		17aug97 photo	at Stryy, wfu; sighting correct ?, see previous line used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; on photo already in derelict condition; probably scrapped in the 1980s
5 2 014 10	not known	Tu-16	Soviet Air Force			
5 2 015 08	"12"	Tu-16	Soviet Air Force	w/o	14may74	on landing at Kamensk-Uralsky
5 2 015 09	"36"	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 016 03	not known	Tu-16	Soviet Air Force			
5 2 016 04	"25"	Tu-16KSR-2	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
5 2 016 10	"08"	Tu-16	Soviet Air Force			opb 184 hbar at Priluki
5 2 019 04	not known	Tu-16	Soviet Air Force			
5 2 019 08	"13" red	Tu-16K	Soviet Air Force	KGO	30aug93	preserved; l/n KGO jun99/aug12
5 2 019 10	"21" red	Tu-16	Soviet Air Force		23may94	at Yegoryevsk Technical school, l/n 25aug95; broken up shortly after under the Strategic Arms Limitation Agreement
5 2 020 09	"52" red	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 020 10	not known	Tu-16KSR-2	Soviet Air Force			
5 2 021 01	"70" yellow	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 021 18	"63"	Tu-16	Soviet Air Force		photo	c/n not confirmed (difficult to read on photo)
5 2 022 02	"75" black	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 022 07	"40" red	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 025 06	"05" red	Tu-16KSR-2	Soviet Air Force	Akc	14aug96	
5 2 024 08	unknown	Tu-16	Soviet Air Force		photo	in mid air, nose only, no code visible
5 2 026 05	"11" red	Tu-16	Soviet Air Force	Eng	10aug01	in dark grey/light grey c/s; preserved near the gate of the Air Force base (N51.478297 E46.154275), seen 20aug03 without code, l/n jul07/jan15
5 2 026 12	"33" red	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 028 01	not known	Tu-16	Soviet Air Force			
5 2 029 07	"17" red	Tu-16P	Soviet Air Force	Akc	14aug96	
5 2 028 09	"16" yellow	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 028 19	no code	Tu-16K-26	Soviet Air Force	ph.	09nov85	was reported as a Tu-16P before; in natural metal c/s; was preserved in a park on the shore of a lake in the centre of Ternopil (Ukraine), l/n sep96
5 2 029 06	"10" red	Tu-16K	Soviet Air Force	ph.	sep05	c/n painted as '5207981' which is fake; in dark grey/light grey c/s; preserved in the AvtoVAZ technical museum at Togliatti (N53.552875 E49.247889); f/n aug06, l/n aug15
5 2 029 08	not known	Tu-16	Soviet Air Force		17aug97	at Stryy, nose section only
6 2 030 05	not known	Tu-16	Soviet Air Force	Kzp	25jun02	tail only
6 2 030 16	"10 " red	Tu-16	Soviet Air Force			
6 2 030 17	"47"	Tu-16	Soviet Air Force	ph.	1982	at Kamensk-Uralsky
6 2 031 05	not known	Tu-16	Soviet Air Force			
6 2 031 06	not known	Tu-16K	Soviet Air Force	mfd	31mar56	opb 303 tbad 55 tbad 30 VA at Zavitsinsk; used call-sign CCCP-07514; w/o 24aug81 on a weather reconnaissance flight from Zavitsinsk when military and civil ATC insufficiently co-ordinated their actions, the aircraft flew lower than communicated to ATC, collided at a height of 5,220 metres with An-24RV CCCP-46653 of Aeroflot and crashed in the taiga near Fyodorovka (at N50.017 E130.467 in the Zavitsinsk district of the Amur region) and exploded, all 6 crew killed; t/t 4,019 hours and 2,870 cycles in flight, Priluki; l/n Stryy 17aug97, wfu
6 2 031 19	"02"	Tu-16	Soviet Air Force	ph.	03jan84	
6 2 031 21	not known	Tu-16	Soviet Air Force			
6 2 031 27	"16" blue	Tu-16	Soviet Air Force	VVO	19apr97	
6 2 031 30	not known	Tu-16KSR-2	Soviet Air Force			
6 2 032 03	"19" CCCP-42355	Tu-16K-26 Tu-16K-26	Soviet Navy Goskomgidromet	Pus	28may90	b/w photo with this code and c/n readable; was converted by 20 ARZ at Pushkin in 1977, see next line "Tsiklon-N" weather control aircraft; in full Aeroflot c/s; opb NII VVS (Air Force Research Institute) at Chkalovski; underwent trials 1978/80; converted to "Tsiklon-NM" by 20 ARZ by early 1990s; wfu 1997; l/n CKL aug03, still in full Aeroflot c/s; broken up in 2005
6 2 032 08	not known CCCP-42484	Tu-16K-26 Tu-16K-26	Soviet Navy Goskomgidromet	ph.	1982	converted by 20 ARZ at Pushkin in 1977, see next line at Priluki; "Tsiklon-N" weather control aircraft; in full Aeroflot c/s; opb NII VVS (Air Force Research Institute) at Chkalovski; underwent trials 1978/80; flew 12 missions to disperse radioactive clouds after the Chernobyl disaster sep/dec86, receiving high doses of radiation (was washed for two weeks at Bila Tserkva apr87); wfu about 1992 because of its contamination and scrapped; reg reported as a Tu-104 at AMS 05sep66 impossible, see Tu-104 with c/n 021502 which would have had this registration according to the registration sequence
6 2 032 28	"86" red	Tu-16	Soviet Air Force		23may94	at Yegoryevsk Technical school 23may94; broken up shortly after under the Strategic Arms Limitation Agreement
6 2 033 30	not known	Tu-16B	Soviet Air Force			
6 2 034 14	"08" blue	Tu-16	Soviet Air Force	VVO	19apr97	
7 2 035 16	"61"	Tu-16K	Soviet Air Force		photo	was preserved at Dubrovina
7 2 035 23	not known	Tu-16	Soviet Air Force			
7 2 035 24	not known	Tu-16	Soviet Air Force			
7 2 036 05	"74" red	Tu-16	Soviet Air Force		11sep96	in Bila Tserkva technical School, l/n 27jun99
7 2 036 08	no code	Tu-16KSR-2	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield from the 1960s; probably scrapped in 1980s
7 2 036 20	"20" red	Tu-16	Soviet Air Force	Akc	14aug96	
7 2 036 24	"19" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 036 27	not known	Tu-16	Soviet Air Force		photo	
7 2 036 0.	"21" black	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 037 12	"73" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 037 19	not known	Tu-16RR	Soviet Air Force			
7 2 037 24	"56" red	Tu-16	Soviet Air Force		photo	with a tandem nose gear
7 2 037 28	"07" red	Tu-16	Soviet Air Force	ULY	09sep92	scrapped Ulyanovsk 1992
7 2 037 30	"62" red	Tu-16	Soviet Air Force	DME	11sep96	in Bila Tserkva technical School, l/n 16may98 but not noted there 27jun99 !
7 2 038 05	not known	Tu-16K-10	Soviet Air Force		1jul67	
7 2 038 06	not known	Tu-16K-10	Soviet Air Force			
7 2 038 12	"03"	Tu-16A	Soviet Air Force			
7 2 038 17	"10" red	Tu-16	Soviet Air Force	ULY	09sep92	in the book 'Soviet Strategic Aviation in the Cold War'
7 2 038 19	"24"	Tu-16KS	Soviet Air Force		photo	scrapped Ulyanovsk 1992
7 2 038 20	not known	Tu-16KSR-2	Soviet Air Force			in the book 'Soviet Strategic Aviation in the Cold War'
7 2 038 29	"17"	Tu-16	Soviet Air Force	ph.	1jul91	
7 2 039 07	"06" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva; sighting correct ?, see previous line
7 2 039 14	"15" red	Tu-16	Soviet Air Force		1994	in Bila Tserkva technical School, l/n 27jun99
7 2 040 03	"04" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 040 05	"17" red	Tu-16K-26	Soviet Air Force		06jul94	in the technical School at Chortkiv, l/n aug97
7 2 040 10	"18" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva, l/n 16may98, not seen 27jun99
8 2 040 14	not known	Tu-16K-10	Soviet Air Force			
8 2 040 14	"25" blue	Tu-16K-26	Soviet Air Force	Plw	aug96	preserved in the Poltava base museum (N49.618788 E34.501872) l/n apr16
8 2 040 16	not known	Tu-16	Soviet Air Force			
8 2 040 22	"54" red	Tu-16	Soviet Air Force	IEV	30aug93	in technical school compound at airfield
8 2 040 24	"05" ?	Tu-16	Soviet Air Force	ph.	1963	at Armavir (N44.975939 E41.12279), '8204024 8193' on fin; second digit of code difficult to read on photo
8 2 041 05	"05" blue	Tu-16LL	LII im. Gromova	mfd	1958	engine test-bed (izdeliye NLL); in Soviet Air Force c/s; f/n ZIA 16aug92; seen ZIA (N55.570339 E38.138963) sep13; to be scrapped according to a Rosimushchestvo (State Property Agency) document 2011, but still extant dec15/apr16, missing tail and outer wings
8 2 041 17	not known	Tu-16LL	Soviet Air Force			involved in accident 01feb71; opb Flight research institute (LII), Crew chief - Amet-Khan Sultan
8 2 041 30	not known	Tu-16P	Soviet Air Force			
8 2 042 03	not known	Tu-16P	Soviet Air Force			
8 2 042 06	"40" red	Tu-16P	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
8 2 042 10	"19" red	Tu-16	Soviet Air Force		12jul94	at Oktyabrskoye (Crimea), wfu
8 2 042 14	"69" red	Tu-16E	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
8 2 042 15	"51" red	Tu-16P	Soviet Air Force	TAY	mar80	with large code on tail
. 2 042 ..	"57" red	Tu-16LL	LII Zhukovski			test-bed with nose and targeting systems of the M-17; in Soviet Air Force c/s; seen ZIA (N55.557581 E38.124808) aug05/aug09, stored

150 Tu-16K-10s built by Factory # 22 at Kazan-Borisoglebskoye from 1961 to 1963

The c/n is explained as follows: The first digit has no obvious meaning, the second and third digits are the batch number, the fourth digit stands for the year of manufacture, the fifth and sixth digits are the number in the batch and the last digit again has no obvious meaning.

2 74 3 05 4	not known	Tu-16K-10D	Soviet Navy
1 79 3 01 4	not known	Tu-16K-10D	Soviet Navy

543 Tu-16s built by Factory # 1 at Kuibyshev-Bezmyanka from 1954

The c/n gives the factory number, the type code (izdeliye 88), the batch number and the number in the batch.

1 88 00 02	not known	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; scrapped in 1980s
1 88 01 01	not known	Tu-16	Soviet Air Force			
1 88 02 02	not known	Tu-16	Soviet Air Force			
1 88 03 01	not known	Tu-16	Soviet Air Force			
1 88 03 02	"50" red	Tu-16	Soviet Air Force	mfd	1954	underwent factory trials 18dec54; opb GK NII VVS 1955/aug60; last flight 06aug60 (to Monino); t/t 562 hours 48 min, 218 cycles; used as ground instructional airframe by the 'Zhukovskii' Air Force Engineering College at Monino before being h/o to the Air Force museum (N55.831986 E38.187694) f/n 1977, l/n may16
1 88 04 02	not known	Tu-16	Soviet Air Force			
1 88 04 03	not known	Tu-16	Soviet Air Force			
1 88 04 04	"41" yellow "78" black	Tu-16	Soviet Air Force	no	reports 16may98	c/n not confirmed on the dump at Uzyn-Chepelevka, previous code "41" yellow still visible; c/n not confirmed, read off as '800404'
1 88 04 05	not known	Tu-16	Soviet Air Force			
1 88 05 01	not known	Tu-16	Soviet Air Force			
1 88 05 02	not known	Tu-16	Soviet Air Force			
1 88 05 03	not known	Tu-16	Soviet Air Force			
1 88 05 04	not known	Tu-16	Soviet Air Force			
1 88 05 05	not known	Tu-16	Soviet Air Force			
1 88 06 01	"76"	Tu-16	Soviet Air Force	ph.	mar59	published in the 'Royal Observer Corps Recognition Journal'
1 88 08 04	not known	Tu-16	Soviet Air Force			
1 88 09 60	--	Tu-16	Soviet Air Force			number in the batch seems too high !
1 88 11 10	"10" blue	Tu-16LL	Soviet Air Force	ZIA	16aug92	l/n ZIA 31aug93
1 88 12 10	"15" red	Tu-16	Soviet Air Force	Akc	14aug96	
1 88 13 01	not known	Tu-16	Soviet Air Force		photo	with c/n on in "World Air Power Journal 11", page 126; converted by ARB-400 at VKO to, see next line
	CCCP-L5411	Tu-104G	Aeroflot/LUTTs	trf	feb57	opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) of AFL/Western Siberia at OVB
	CCCP-L5411	Tu-104G	KIIGA	trf	26may58	Kiev Civil Aviation Engineering Institute; used as a ground instructional airframe; canx 25mar61; soc 23mar63; l/n in the early 1970s
1 88 13 04	"58" red	Tu-16	Soviet Air Force	IEV	30aug93	in technical school compound at airfield
1 88 13 05	"42"	Tu-16	Soviet Air Force		photo	
1 88 14 07	not known	Tu-16	Soviet Air Force			
1 88 16 02	"10" red	Tu-16P	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 16 03	not known	Tu-16	Soviet Air Force			
1 88 16 05	"23" blue	Tu-16	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 18 09	"12" red	Tu-16RM	Soviet Air Force		aug99	preserved on the gate at Akhtubinsk; l/n jan15
1 88 20 13	"32" blue	Tu-16	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 20 17	"15" red	Tu-16	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 21 06	not known	Tu-16P	Soviet Air Force			
1 88 21 08	not known	Tu-16R	Soviet Air Force		photo	opb 2 ae 219 odrap at Khvalynka
1 88 21 08	not known	Tu-16	Soviet Air Force			
1 88 22 05	"28"	Tu-16P	Soviet Air Force			
	"01" red	Tu-16P	Soviet Air Force		13aug01	preserved as gate guard at Shaikovka (N54.247227 E34.376563); l/n jun15
1 88 23 10	not known	Tu-16	Soviet Air Force	PKC	08jul94	
1 88 23 15	"34"	Tu-16	Soviet Air Force	ph.	jan87	
1 88 23 28	not known	Tu-16	Soviet Air Force			number in the batch seems too high !
1 88 24 09	not known	Tu-16P	Soviet Air Force			
1 88 24 20	not known	Tu-16R	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; probably scrapped in 1980s
1 88 26 12	not known	Tu-16	Soviet Air Force	ph.	1995	
	"21" blue	Tu-16	Soviet Air Force		03may98	seen preserved Priluki barracks (N50.584590 E32.357138) in good condition, l/n apr16
1 88 27 10	"26" red	Tu-16R	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 28 01	"30" black	Tu-16Z	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 28 08	not known	Tu-16LL	Soviet Air Force			
1 88 30 05	not known	Tu-16	Soviet Air Force			
1 88 30 14	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 31 03	"32"	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 31 06	not known	Tu-16Z	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 31 08	"50" red	Tu-16K	Soviet Air Force	Rzd	18jun99	preserved as gate guard, l/n sep16; c/n also reported as 2383108 which is incorrect for a Tu-16 c/n
1 88 31 17	not known	Tu-16P	Soviet Air Force			
1 88 31 18	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 31 19	"16" red	Tu-16	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 32 07	"24"	Tu-16	Soviet Air Force	ph.	sep82	
1 88 32 10	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 32 13	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 33 02	"86" black	Tu-16	Soviet Air Force	ph.	may89	converted from Tu-16RR; was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00; photo exists of this c/n coded "28"
1 88 33 05	not known	Tu-16Z	Soviet Air Force		photo	
1 88 33 10	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 33 13	"35"	Tu-16	Soviet Air Force	ph.	jan77	
1 88 33 14	"23" red	Tu-16	Soviet Air Force	IEV	30aug93	in technical school compound at airfield
1 88 33 15	"09" black	Tu-16R	Soviet Air Force	ph.	1984	opb 1 ae 219 odrap at Khvalynka
1 88 33 16	"02" black	Tu-16R	Soviet Air Force	ph.	1984	opb 1 ae 219 odrap at Khvalynka
1 88 33 19	"21" black "22" red	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 34 02	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 34 03	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 34 04	"22"	Tu-16R	Soviet Air Force	ph.	29mar82	possibly opb 219 odrap at Khvalynka
1 88 34 05	"05" blue	Tu-16	Soviet Air Force		photo	in to the book 'Soviet Strategic Aviation in the Cold War'
1 88 34 08	not known	Tu-16	Soviet Air Force			
1 88 34 09	"04"	Tu-16R	Soviet Air Force		photo	
1 88 34 12	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 34 18	not known	Tu-16	Soviet Air Force			
1 88 34 25	"05"	Tu-16R	Soviet Air Force		photo	opb 1 ae 219 odrap at Khvalynka
1 88 35 01	not known	Tu-16	Soviet Air Force			
1 88 35 04	"41" red	Tu-16	Soviet Air Force	ph.	05jun83	
1 88 35 06	not known	Tu-16	Soviet Air Force			
1 88 35 11	"01" blue	Tu-16R	Soviet Air Force	Rzd	28may98	preserved in base museum
1 88 35 13	"04" red "03"	Tu-16R	Soviet Air Force	Rzd	28jun02	preserved in base museum (N54.650701 E39.585909) l/n aug15
		Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in the late 1980s; wfu about 1992; seen being broken up at Byelaya may00
1 88 37 02	"10"	Tu-16P	Soviet Air Force	ph.	1968	in flight over Shaikovka
1 88 38 20	"12"	Tu-16	Soviet Air Force	ph.	oct85	
1 88 36 01	"69" red	Tu-16LL	Soviet Air Force	ZIA	16aug92	l/n ZIA 31aug93, dumped, in poor condition
1 88 38 09	"29"	Tu-16	Soviet Air Force	ph.	1984	at Priluki, with large code on tail
1 88 39 05	"02" red	Tu-16	Ukraine Air Force		1995	
1 88 39 15	"05" red	Tu-16	Ukraine Air Force		1995	

165 Tu-16s built by Factory # 64 at Voronezh-Pridacha from 1955 to 1957

The c/n gives the year of manufacture, the factory code (4 for factory 64), a 0 without meaning, the batch number and the number in the batch. Batches 01 till 11 consisted of five aircraft and batches 12 till 22 consisted of ten aircraft each.

5 4 001 01	not known	Tu-16	Soviet Air Force			
6 4 008 05	"83" yellow	Tu-16K-26	Soviet Air Force		30jun99	in Chortkiv technical School, almost completely scrapped
6 4 010 02	"16" red	Tu-16	Soviet Air Force	VVO	19apr97	
6 4 012 08	"14" red	Tu-16K	Soviet Air Force	ph.	1993	l/n Akhtubinsk 14aug96

6 4 014 01	"01" blue	Tu-16LL	LII im. Gromova	ZIA	16aug92	engine test-bed (izdeliye NLL); in Soviet Air Force c/s; rgd 30jun05 on the Russian experimental aviation register; stored at ZIA (N55.569773 E38.137781), seen mar10/sep13; to be preserved in a museum in the town of Verkhnyaya Pyshma
6 4 014 10	"41" blue	Tu-16LL	LII Zhukovski	ZIA	16aug92	in Soviet Air Force c/s; used for tests of the engines of the Yak-36M VTOL fighter jan69 (a full-scale mock-up of a Yak-36M fuselage was mounted under the fuselage for these tests); l/n ZIA 31aug93
6 4 015 01	"01" blue	Tu-16LL	LII Zhukovski	ZIA	16aug92	engine test-bed; in Soviet Air Force c/s; l/n ZIA 31aug93
6 4 015 03	"32" blue	Tu-16	Soviet Air Force	VVO	photo	
6 4 015 04	"45" blue	Tu-16	Soviet Air Force	VVO	19apr97	
6 4 016 10	"24"	Tu-16	Soviet Air Force		photo	
7 4 021 04	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00

Tu-16s with unknown c/ns include

---	"10"	Tu-16RT	Soviet Air Force	TAY	photo	missile tracking aircraft, converted from a Tu-16R
---	"52" red	Tu-16P	Soviet Air Force		mar80	with large code on tail
---	"44" red	Tu-16RM	Soviet Air Force		dec09	preserved at Mykolajiv-Kulbakino, colour of code very faded; l/n jun15
---	"87" red	Tu-16	Soviet Air Force	ph.	oct10	opb 402 tbat at Bolbasovo; preserved on the territory of the former garrison at Bolbasovo (Vitebsk region of Belarus) from 03sep87; l/n jul15
---	"25" red	Tu-16P	Soviet Air Force	ph.	25jun76	damaged 25jun76 on landing at Mirgorod when both engines flamed out on final approach (due to pilot error) and the aircraft came down in a field, all crew escaped unhurt
---	4012	Tu-16	Egyptian Air Force		jan09	seen preserved at Cairo-Almaza (N30.096130 E31.351583) in light grey c/s; l/n sep09/jul16
---	4178	Tu-16D/G	Egyptian Air Force			
---	4301	Tu-16	Egyptian Air Force	ph.	dec81	wfu, in faded camo c/s
---	4370	Tu-16	Egyptian Air Force		jul79	at Seeb; in sand/dark brown camouflage c/s with large '70' on nose; photo also exists in all light green c/s, date and location unknown
---	4376	Tu-16RM-2	Egyptian Air Force		photo	in fact Soviet Navy; opb 90 odrae on at Cairo-West in 1969/71; in natural metal c/s
---	4378	Tu-16R	Egyptian Air Force			
---	4380	Tu-16R	Egyptian Air Force		photo	in fact Soviet Navy; opb 90 odrae on at Cairo-West in 1969/71; in natural metal c/s
---	4381	Tu-16D/G	Egyptian Air Force			l/n 1990
---	4386	Tu-16D/G	Egyptian Air Force			l/n 1990
---	4387	Tu-16R	Egyptian Air Force		photo	
---	4393	Tu-16R	Egyptian Air Force		photo	in fact Soviet Navy; opb 90 odrae on at Cairo-West in 1969/71; in natural metal c/s
---	4402	Tu-16D/G	Egyptian Air Force			l/n 1990
---	4403	Tu-16K	Egyptian Air Force			Tu-16K-11-16; opb 36 Sqn; w/o 01sep75 when a fire in the left engine caused the bullets of the second navigator's gun to explode, inflicting heavy damage to the airframe, Wg Cdr Mohamed Keraidy ordered his crew to eject and deliberately flew the aircraft into the river Nile near El Menya in order to avoid casualties on the ground, 5 (or 3 ?) of the 6 crew killed
---	4404	Tu-16D/G	Egyptian Air Force			
---	4405	Tu-16D/G	Egyptian Air Force			
---	4406	Tu-16D/G	Egyptian Air Force			large code "06" on the nose; in camo c/s; l/n 1990
---	4407	Tu-16D/G	Egyptian Air Force			photo with large code "07" in "World Air Power Journal"; in camo c/s
---	4408	Tu-16D/G	Egyptian Air Force			l/n 1990
---	4409	Tu-16D/G	Egyptian Air Force			
---	4416	Tu-16D/G	Egyptian Air Force			
---	7781	Tu-16	Egyptian Air Force			
24 10	..39	Tu-16	Egyptian Air Force			large code "39" on the nose; in natural metal c/s
04 02	..47	Tu-16	Egyptian Air Force			large code "47" on the nose; in natural metal c/s
---	SU-APH	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
---	SU-API	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
---	SU-APJ	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
---	SU-APL	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
---	SU-APM	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
---	SU-APN	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
---	SU-APO	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
---	SU-APP	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
---	not known	Tu-16	Egyptian Air Force			w/o 10oct73 on a mission of 2 Tu-16s against the Israeli air base at Etzion (now Taba IAP) when the crews could not find their target, returned and decided to drop their bombs on Israeli positions at Abu Rudeis, one bomb released by the formation leader detonated straight away and damaged both aircraft, the trailing aircraft went out of control and crashed in a mountaneous area of the Sinai peninsula, all crew (commander Flt Lt Mahmud Serry) killed
---	M-1601	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence sep62 & sep65
---	M-1602	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; carried 'M' on tail and '1602' on nose; reported by Dutch intelligence sep62; wfu by 1970 at Madiun Iswahyudi
---	M-1603	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi
---	M-1604	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence nov61
---	M-1605	Tu-16A	Indonesian AF	d/d	1961	opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence apr62 & may62
---	M-1606	Tu-16A	Indonesian AF	d/d	1961	photo nov61; opb Skuadron 41 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n oct77
---	M-1607	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; carried a Skuadron 41 badge; wfu by 1970; wfu at Kemajoran, seen 1970/feb77
---	M-1608	Tu-16A	Indonesian AF	d/d	1961	photo jan69; opb Skuadron 41 at Madiun Iswahyudi; carried a Skuadron 41 badge
---	M-1609	Tu-16A	Indonesian AF	d/d	1961	opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence jun62 & sep62
---	M-1610	Tu-16A	Indonesian AF	d/d	1961	opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence feb62 & sep62
---	M-1611	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1611' on nose; wfu by 1970 at Madiun Iswahyudi
---	M-1612	Tu-16A	Indonesian AF	d/d	1962	opb Skuadron 41 at Madiun Iswahyudi
---	M-1613	Tu-16A	Indonesian AF	d/d	1962	opb Skuadron 41 at Madiun Iswahyudi
630427	M-1614	Tu-16A	Indonesian AF	d/d	1962	'630427' painted on fin, but is this a c/n ?; opb Skuadron 41 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1614' on nose; wfu by 1970; preserved at Madiun-Iswahyudi (S7.6142875 E111.43687), seen sep92/dec07
---	M-1615	Tu-16KS-1	Indonesian AF	d/d	1962	opb Skuadron 42 at Madiun Iswahyudi
---	M-1616	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi; remained here for several years
---	M-1617	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
---	M-1618	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi
---	M-1619	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi
---	M-1620	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
---	M-1621	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1621' on nose; wfu by 1970 at Madiun Iswahyudi, l/n 1973
---	M-1622	Tu-16KS-1	Indonesian AF	d/d	1962	photo jan69; opb Skuadron 42 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1622' on nose, carried a Skuadron 42 badge; wfu by 1970 at Madiun Iswahyudi, l/n 1973
---	M-1623	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
---	M-1624	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
63427-25	M-1625	Tu-16KS-1	Indonesian AF	d/d	1962	c/n reported like that, but it does not seem to make sense; opb Skuadron 42 at Madiun Iswahyudi; wfu oct70 (last flight of an Indonesian Air Force Tu-16); preserved with '63427' painted on in the Dirg. Mandala museum at Jokjakarta (S7.7908472 E110.41729) from 1991, seen jul92/sep13
---	M-1626	Tu-16KS-1	Indonesian AF	d/d	1962	opb Skuadron 42 at Madiun Iswahyudi; crashed shortly after delivery
---	not known	Tu-16	Iraqi Air Force			based at Habbaniya; w/o 06jun67 on a mission against the Israeli air base of Ramat David when missed the target, bombed the town of Netanya instead (hitting the main street and injuring a number of civilians), was shot down by 40 mm Bofors L/70 anti-aircraft guns of Israeli unit 881 while egressing at low altitude and crashed into a military storage complex hidden within a pine forest west of Afula, all 6 crew (commander: Captain Hussein Mohammad Hussein) and 11 or 14 Israeli reservists on the ground killed
---	not known	Tu-16	Iraqi Air Force	w/o	22sep80	when attacked the Iranian air base TFB.1 at Mehrabad, either shot down by an Iranian Air Force F-4E or crashed into a mountain on its way home (crew of COL Muhannad al-Awsi)
---	not known	Tu-16	Iraqi Air Force	w/o	15dec74	on a mission against Kurdish peshmerga in the northern region of the Iraq-Iran border when crashed in the mountains close to the border
---	512	Tu-16	Iraqi Air Force		photo	with the flag of the Qasim government 1958-1963
---	5018	Tu-16K-11	Iraqi Air Force			Tu-16K-11-16; opb 8 Sqn; in light earth/dark olive drab camo c/s with light grey undersides and black serial; w/o 09jan87 while flying at 40,000 feet over Iranian territory when was hit by at least one Iranian "Hawk" SAM and crashed near Shalamchah, all but one crew killed
---	5019	Tu-16K-11	Iraqi Air Force			Tu-16K-11-16; opb 8 Sqn; in light earth/dark olive drab camo c/s with light grey undersides and black serial
---	not known	Tu-16	Iraqi Air Force			based at Habbaniya; w/o 06jun67 on a mission against Israel when was shot down by 40 mm Bofors L/70 anti-aircraft guns of Israeli unit 881, all 6 crew (commander: CPT Hussein Mohammad Hussein) killed

Tupolev Tu-22M

The Tu-22M is a swing-wing bomber which has got nothing to do with its predecessor Tu-22, but is a separate development.

The c/n with the exception of the early batches (Tu-22M0/Tu-22M1 and Tu-22M2 up to at least batch 11) is probably explained similar to that of the Il-62s built by the same factory: The first digit shows the quarter of the year in which the aircraft was built and the second digit the year itself. They are followed by the two or three-digit batch number (batch 100 was reached during 1989), the next digit has no meaning and is random, which is not uncommon for the KAPO plant. The last but one digit is the number in the batch with the last digit probably relating to the number of the team of workers which assembled the aircraft. The highest known batch number is 115, batches consisting of a maximum of five aircraft (batches 71-79 were not built) and it is reported that 498 Tu-22Ms were built.

2 Tu-22M prototypes built by MMZ "Opyt" (former Factory # 156) at Moscow-Lefortovo in 1969

001	"156" red	Tu-22M	Tupolev OKB	mfd	10apr69	first prototype; in Soviet Air Force c/s; used as a ground instructional airframe by Kievskoye VVAIU; f/n IEV 30aug93; l/n IEV 22sep94; preserved in the State Aviation Museum at Kiev (N50.406274 E30.4627931), seen nov06/may16
002	not known	Tu-22M	Tupolev OKB	no	reports	second prototype

12 Tupolev Tu-22M0 and 5 Tu-22M1 built by KAPO (former Factory # 22) in Kazan-Borisoglebskoye

5 01 9 01 8	? "101" black	Tu-22M0	Tupolev OKB	f/f	30aug69	line # 01-01; in Soviet Air Force c/s
5 01 9 02 9	"33" blue	Tu-22M0	Soviet Air Force	f/f	10aug69	line # 01-02; underwent trials 23mar70/15jan71; modernised mar71/oct71 and underwent trials again nov71/mar74; suffered high g-loads (up to 4 g) 13mar74 and hence wfu; last flight 25feb75 (to Monino); t/t 127 hours 29 min and 142 cycles; used as a ground instructional airframe by the "Zhukovskiy" Air Force Engineering College at Monino
---	"33" red	Tu-22M0	Soviet Air Force	no	reports	preserved in the Russian Air Force museum at Monino (N55.832544 E38.187811) from oct89, l/n aug15
---	--	Tu-22M0	Tupolev OKB	no	reports	line # 01-03; static test airframe
---	--	Tu-22M0	Tupolev OKB	no	reports	line # 02-01
5 02 0 02 7	"202" black	Tu-22M0	Soviet Air Force	f/f	02oct70	line # 02-02; powered by NK-144-22 engines
---	"41" red	Tu-22M0	Soviet Air Force	ph.	19aug08	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield (N52.270766 E104.347638) until the College was closed down jan09; offered for sale as scrap metal 05aug09; l/n sep12/oct16
5 03 1 01 9	"301" black	Tu-22M0	Tupolev OKB	ZIA	15aug92	line # 03-01; in Soviet Air Force c/s; later reportedly used for the Tu-22M2 programme; l/n aug93, scrapped at Zhukovskiy in 1993/94
---	not known	Tu-22M0	Soviet Air Force	no	reports	line # 03-02
---	not known	Tu-22M0	Soviet Air Force	no	reports	line # 04-01
---	not known	Tu-22M0	Soviet Air Force	no	reports	line # 04-02
---	"53" red	Tu-22M1	Soviet Air Force	ph.	11sep94	line # 04-04 ?; opb 444 TsBP i PLA MA; used as a ground instructional airframe by Rizhskoye VVAIU from 1981; preserved in the Latvijas Aviacijas Tehnikas Muzejs at Riga (N56.926705 E23.9804444), seen sep94/feb16
---	not known	Tu-22M1	Soviet Air Force	no	reports	line # 05-01; trials started 28jul71; later converted to the Tu-22M3 prototype
5 05 2 02 8	"03"	Tu-22M1	Soviet Air Force	no	reports	line # 05-02; former code still visible on the fin when seen at Vyborg
---	"73" red	Tu-22M1	Russian Air Force	ph.	19aug08	opb 444 TsBP i PLA MA; later used as a ground instructional airframe by ShMAS VMF at Vyborg (N60.667189 E28.7426510); l/n aug15

207 Tupolev Tu-22M2 and 268 Tupolev Tu-22M3

5 05 . 04 . ?	"504"	Tu-22M2	Soviet Air Force			line # 05-04
5 07 . 02 . ?	"701" ?	Tu-22M2	Soviet Air Force			line # 07-02; w/o 23nov73
5 11 5 05 9	"22" red	Tu-22M2	Soviet Navy			line # 11-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
---	"81" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen 1998/apr99, also had "22" red on the tail; scrapped at Mykolayiv-Kulbakino 09jan03

The sequence of the c/n, changed from this point onwards

15 12 3 4 7	not known	Tu-22M2	Soviet Air Force	no	reports	line # 12-04
26 15 4 2 2	"84"	Tu-22M2	Russian Air Force			line # 15-02; opb 25 tmap; scrapped at Shaikovka around 1998
26 15 7 5 6	"44"	Tu-22M2	Russian Navy			line # 15-05; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 18 3 7 4	"36" red	Tu-22M3-R	Russian Air Force		photo	line # 18-07; second prototype of the reconnaissance version; opb 929 GLITs at Akhtubinsk
36 20 4 2 3	"46"	Tu-22M2	Russian Navy			line # 20-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
36 20 5 4 3	not known	Tu-22M2	Russian Air Force			line # 20-04; opb 1225 tmap; scrapped at Byelaya around 1998
46 21 2 2 3	"47"	Tu-22M2	Russian Navy			line # 21-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
46 21 3 3 4	"63"	Tu-22M2	Russian Air Force			line # 21-03; opb 1225 tmap; scrapped at Byelaya around 1998
46 21 4 4 5	not known	Tu-22M2	Soviet Air Force	no	reports	line # 21-04; opb 31 tmap
46 21 5 5 6	"31"	Tu-22M3	Soviet Air Force	mfd	1976	line # 21-05; w/o 01dec80
17 22 6 3 4	"48" red	Tu-22M2	Soviet Navy	mfd	1977	line # 22-03; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
---	"48" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99/may02; scrapped at Mykolayiv-Kulbakino 12dec03
17 22 8 4 5	"49"	Tu-22M2	Russian Navy			line # 22-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
27 23 3 2 1	"42" red	Tu-22M2	Russian Air Force	mfd	30may77	line # 23-02; preserved in the base museum at Ryazan-Dyagilevo, (N54.651591 E39.5868841), seen 27aug03/aug15
27 23 4 3 5	"70" red	Tu-22M2	Russian Navy			line # 23-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001; black and white photo exists 1988
27 23 5 4 6	"71"	Tu-22M2	Russian Navy			line # 23-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
37 24 1 4 3	"73"	Tu-22M2	Russian Navy			line # 24-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
37 24 2 5 4	"74"	Tu-22M2	Russian Navy			line # 24-05; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
47 25 3 1 2	"57"	Tu-22M2	Russian Air Force			line # 25-01; opb 1225 tmap; scrapped at Byelaya around 1998
.. 25 . 2 .	not known	Tu-22M2	Ukraine Air Force	no	reports	line # 25-02; Bila Tserkva
47 25 6 4 6	"75"	Tu-22M2	Russian Navy			line # 25-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto in 1999, fuselage without engines left on photo 06oct99
47 25 7 5 8	"18" red	Tu-22M2	Soviet Navy	mfd	1977	line # 25-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
---	"18" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 26mar03
24 26 0 2 4	"37" red	Tu-22M2	Soviet Air Force	IKT	06jul92	line # 26-02; a 0 as the fifth digit of the c/n is strange; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield (N52.271083 E104.345669) until the College was closed down jan09; scrapped oct09
18 27 8 1 2	"10" red	Tu-22M2	Soviet Navy	mfd	1978	line # 27-01; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
---	"10" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen 1994/apr99; scrapped at Mykolayiv-Kulbakino 23apr03
28 27 1 3 4	"76"	Tu-22M2	Russian Navy			line # 27-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
28 27 2 4 5	"73"	Tu-22M2	Russian Navy			line # 27-04; photo 1989 at Bykhov, Mogilev region, Belarus, opb 240 mrap; later opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
28 27 3 5 1	"01" red	Tu-22M2	Soviet Navy	mfd	1978	line # 27-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
---	"01" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99/may02; scrapped at Mykolayiv-Kulbakino 28may03
28 28 5 2 3	"40" red	Tu-22M2	Soviet Air Force	SVO	27aug95	line # 28-02; wfu, in use as an instructional airframe at the University of Civil Aviation; code just visible on tail as such; see next line
---	"48" red	Tu-22M2	Soviet Air Force	SVO	nov04	code crudely changed on wheel door as such, stored in a compound outside SVO, l/n may09; broken up in 2009, with cockpit section displayed at MAK5 2009
28 28 6 3 4	not known	Tu-22M2	Russian Air Force			line # 28-03; opb 1225 tmap; scrapped at Byelaya around 1998
38 28 7 4 5	not known	Tu-22M2	Russian Air Force			line # 28-04; opb 1225 tmap; scrapped at Byelaya around 1998
38 28 8 5 1	not known	Tu-22M2	Ukraine Air Force	no	reports	line # 28-05; Bila Tserkva
38 29 1 2 3	not known	Tu-22M2	Russian Air Force			line # 29-02; opb 1225 tmap; scrapped at Byelaya around 1998
38 29 2 3 8	"03"	Tu-22M2	Russian Navy			line # 29-03; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
38 29 3 4 5	"02" red	Tu-22M2	Soviet Navy	mfd	1978	line # 29-04; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
---	"02" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen may98/may02; scrapped at Mykolayiv-Kulbakino 26jun03
38 29 4 5 6	"33" red	Tu-22M3	Soviet Air Force	mfd	1978	line # 29-05
---	"33" red	Tu-22M3	Ukraine Air Force	trf	1992	stored with 148 ARZ at Bila Tserkva, used as an engine testbed; scrapped at Bila Tserkva 11dec01
48 30 5 1 2	"04"	Tu-22M3	Russian Navy			line # 30-01; opb 378 mrap at Mongokhto; scrapped at Mongokhto in 1999, airframe without engines on photo 06oct99
48 30 6 2 3	"05" red	Tu-22M2	Soviet Navy	mfd	1978	line # 30-02; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
---	"05" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr94/may02; scrapped at Mykolayiv-Kulbakino 11feb03
48 30 7 3 4	"06" red	Tu-22M2	Soviet Navy	mfd	1978	line # 30-03; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
---	"06" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen may98/may02; scrapped at Mykolayiv-Kulbakino 17jul03
48 30 1 5 6	"32" red	Tu-22M3	MAP LII Zhukovskiy			line # 30-05; first prototype of this version; in Soviet Air Force c/s
---	"32" red	Tu-22M3-LL	LII im. Gromova	ZIA	15aug92	aerodynamics research aircraft with a modified wing; in Russian Air Force c/s with LII, Tu and TsAGI logos; dbr 09sep94 on a test flight from Zhukovskiy in formation with chase plane Tu-134AK RA-65760 when collided at a height of some 3,000 metres with the chase plane near Samoilikha (45 km east of Yegoryevsk) due to pilot error on the part of the Tu-134AK's crew, but managed to land safely at Zhukovskiy; hulk sat at Zhukovskiy, l/n 24aug95
48 31 2 1 7	"40"	Tu-22M2	Soviet Air Force			line # 31-01; opb Irkutsk VVAISH

48 31 3 2 8	"33" red	Tu-22M3	Russian Air Force	Mon	09apr91	line # 31-02; was used as a ground instructional airframe by the "Zhukovski" Air Force Engineering College at Monino; moved to the Russian Air Force museum at Monino in 2012, c/n checked 11aug12; l/n may16
19 31 1 3 2	not known	Tu-22M2	Russian Air Force			line # 31-03; opb 1225 tbatp
19 31 2 4 3	not known	Tu-22M2	Russian Air Force			line # 31-04; opb 1225 tbatp; scrapped at Byelaya around 1998
19 32 7 2 6	"07" red	Tu-22M2	Soviet Navy	mfd	1979	line # 32-02; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"07" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 27aug03
19 32 8 3 7	"90"	Tu-22M2	Russian Navy			line # 32-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
29 32 1 5 8	"27"	Tu-22M2	Russian Navy			line # 32-05; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
29 33 2 1 9	"52"	Tu-22M2	Russian Navy			line # 33-01; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
29 33 3 2 1	"10"	Tu-22M2	Russian Navy			line # 33-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
29 33 5 3 4	"54" red	Tu-22M3	Soviet Air Force	mfd	1979	line # 33-03
	"54" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; stored at Poltava, seen may98 with Soviet Air Force markings only
	"54" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 03feb05
29 33 6 5 3	not known	Tu-22M2	Russian Air Force			line # 33-05; opb 1225 tbatp; scrapped at Byelaya around 1998
39 34 8 2 4	not known	Tu-22M2	Russian Air Force			line # 34-02; opb 540 iimrap 33 TsBP i PLS VMF at Byelaya around 1998
39 34 9 3 5	"11" red	Tu-22M2	Soviet Navy	mfd	1979	line # 34-03; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"11" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99; scrapped at Mykolayiv-Kulbakino 25sep03
32 34 3 5 9 ?	"12"	Tu-22M2	Russian Navy			line # 34-05; strange year in c/n; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
39 35 5 2 3	"15" red	Tu-22M2	Soviet Navy	mfd	1979	line # 35-02; serial tie-up not 100% confirmed; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"15" red	Tu-22M2	Ukraine Air Force	trf	1992	serial tie-up not 100% confirmed, in a Ukraine listing with code not given; opb 33 TsBP i PLS at Mykolayiv-Kulbakino; seen Mykolayiv-Kulbakino 30apr99/27may02; scrapped at Mykolayiv-Kulbakino 16oct03
49 36 8 2 3	not known	Tu-22M3	Soviet Air Force	mfd	1979	line # 36-02
	not known	Tu-22M3	Ukraine Air Force	trf	1992	scrapped at Poltava in the early 2000s, date unknown
49 36 9 3 5	"71"	Tu-22M2	Russian Navy			line # 36-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
49 36 2 5 9	"18" red	Tu-22M2	Soviet Navy			line # 36-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"28" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr94/may02, with "18" red on the tail; scrapped at Mykolayiv-Kulbakino 12nov03
49 37 4 2 3	"22"	Tu-22M2	Russian Navy			line # 37-02; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
10 37 2 4 3	not known	Tu-22M2	Russian Air Force			line # 37-04; opb 1225 tbatp; scrapped at Byelaya around 1998
10 38 5 2 6	"62"	Tu-22M2	Russian Air Force			line # 38-02; opb 1225 tbatp; scrapped at Byelaya around 1998
10 38 6 3 7	"87"	Tu-22M2	Russian Navy			line # 38-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
10 38 7 4 8	"88"	Tu-22M2	Russian Navy			line # 38-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
10 38 8 5 8	"89"	Tu-22M2	Russian Navy			line # 38-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
20 39 9 1 9	not known	Tu-22M3	Soviet Air Force	mfd	1980	line # 39-01
	"16" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"56" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 17may05
20 39 6 5 7	"80"	Tu-22M2	Russian Navy			line # 39-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
20 40 8 2 7	"23"	Tu-22M2	Russian Navy			line # 40-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
30 41 5 3 4	"25"	Tu-22M2	Russian Navy			line # 41-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
.. 41 . 4 .	not known	Tu-22M3	Soviet Air Force			line # 41-04
	"94" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava may98/2004
	"97" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped
40 42 8 4 9	"08"	Tu-22M2	Russian Navy			line # 42-04; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
11 44 8 4 8	not known	Tu-22M3	Soviet Air Force	mfd	1981	line # 44-04
	"15" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"80" blue (1)	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; f/n Cottessmore 20jul00; named 'Oleksandr Molodchy' after a famous WWII bomber pilot and Hero of the Soviet Union; scrapped at Poltava 21apr05; see c/n 3686153
11 44 4 5 9	"84"	Tu-22M2	Russian Navy			line # 44-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
21 45 3 4 5	"4504" red	Tu-22M3	Soviet Air Force	mfd	22feb81	line # 45-04; f/n ZIA 16aug92, flying; preserved in the base museum at Ryazan-Dyagilevo (N54.650686 E39.5848870), seen aug03/aug15
21 46 9 3 9	"08" red	Tu-22M2	Soviet Navy	mfd	1981	line # 46-03; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"08" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99/may02; scrapped at Mykolayiv-Kulbakino 13jan04
31 46 1 4 2	not known	Tu-22M3	Soviet Air Force	mfd	1981	line # 46-04
	"14" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"57" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 10jun05
31 46 2 5 3	"07" red	Tu-22M2	Soviet Navy	mfd	28apr81	line # 46-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"24" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; seen stored at Mykolayiv-Kulbakino may98/may02; also carried code "07" red on the tail; soc 26feb03
	"20" red	Tu-22M2	Ukraine Air Force	IEV	may11	c/n checked on the plate on the nose-wheel strut; preserved with this fake code in the State Aviation Museum at Kiev, l/n may11
	"07" red	Tu-22M2	Ukraine Air Force	IEV	jul11	preserved with its original code in the State Aviation Museum at Kiev (N50.405979 E30.4632886), seen jul11/sep12
31 47 3 2 1	"51" red	Tu-22M3	Russian Air Force	photo		line # 47-02; opb 200 tbatp; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield until the College was closed down jan09; offered for sale as scrap metal 05aug09; l/n nov15
31 47 6 5 5	not known	Tu-22M3	Soviet Air Force	mfd	1981	line # 47-05
	"90" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; stored at Poltava, seen may98
	"90" blue	Tu-22M3	Ukraine Air Force	Plw	2001	photo; scrapped at Poltava 08jul05
41 48 5 3 6	not known	Tu-22M3	Soviet Air Force	mfd	1981	line # 48-03
	"53" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava;
	"53" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 30sep03
41 49 9 2 3	"25" red	Tu-22M2	Soviet Navy	mfd	1981	line # 49-02; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"25" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 10feb04
41 49 2 4 3	"20"	Tu-22M3	Soviet Navy	no	reports	line # 49-04; was based at Khorol
41 49 7 5 6	"91" red	Tu-22M3	Soviet Navy	mfd	1981	line # 49-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"91" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 11dec02
41 50 2 1 4	not known	Tu-22M2	Russian Air Force			line # 50-01; opb 1225 tbatp; scrapped at Byelaya around 1998
12 50 2 2 3	"07" black	Tu-22M2	Russian Air Force			line # 50-02; opb 25 tbatp; scrapped at Shaikovka around 1998
12 50 4 4 5	not known	Tu-22M2	Russian Air Force			line # 50-04; opb 25 tbatp; scrapped at Shaikovka around 1998
12 51 2 1 3	"51"	Tu-22M2	Russian Navy			line # 51-01; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
12 51 5 3 5	"09"	Tu-22M2	Russian Navy			line # 51-03; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
12 51 6 4 6	"94" red	Tu-22M3	Russian Air Force			line # 51-04; old code still visible on fin when seen at Vozdvizhenka may11
	"24" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbatp at Vozdvizhenka (disbanded 31dec09); carried a badge of GC "Normandie-Niemen" on the nose; seen Vozdvizhenka may11/jan12, wfu; probably scrapped in autumn 2012
22 51 7 5 8	"53"	Tu-22M2	Russian Navy			line # 51-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
22 52 8 1 9	not known	Tu-22M3	Soviet Air Force	mfd	1982	line # 52-01
	"95" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"95" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 25mar05
22 52 1 3 3	"26" blue	Tu-22M3	Russian Air Force	mfd	26jun82	line # 52-03; opb 444 tbatp at Vozdvizhenka (disbanded 31dec09); seen Vozdvizhenka may11/jan12, wfu; scrapped in autumn 2012
22 52 2 4 5	"55"	Tu-22M2	Russian Navy			line # 52-04; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
22 53 4 1 2	"59" red	Tu-22M3	Soviet Air Force	mfd	1982	line # 53-01
	"59" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"91" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped in the early 2000s, location and date unknown
.. 53 . 3 .	not known	Tu-22M3	Russian Air Force			line # 53-03; underwent fatigue trials with the Novosibirsk Scientific Research Institute (SibNIA) in 1995/2007; the SibNIA demanded that OAO Tupolev and the Russian MoD remove the airframe from its territory, but both denied ownership and a court ruled 14oct13 that the owner of the airframe cannot be established
32 53 7 4 5	not known	Tu-22M2	Russian Air Force			line # 53-04; opb 25 tbatp; scrapped at Shaikovka around 1998
32 53 8 5 2	not known	Tu-22M3	Russian Air Force	no	reports	line # 53-05; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield until the College was closed down jan09; offered for sale as scrap metal 05aug09
32 55 5 1 8	"03"	Tu-22M3	Russian Air Force	mfd	05may82	line # 55-01; old code still visible on fin when seen at Vozdvizhenka may11
	"11" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbatp at Vozdvizhenka (disbanded 31dec09); seen Vozdvizhenka may11/oct13, wfu
42 55 6 2 9	"47"	Tu-22M2	Russian Air Force			line # 55-02; opb 25 tbatp; scrapped at Shaikovka around 1998
.. 55 . 3 .	not known	Tu-22M3	Russian Air Force			line # 55-03; c/n given as 5503 in KAPO document; repaired by KAPO in 2008
46 56 1 1 4 ?	"08"	Tu-22M2	Russian Air Force			line # 56-01; strange year in c/n; opb 25 tbatp; scrapped at Shaikovka around 1998
42 56 3 2 3	"85"	Tu-22M2	Russian Navy			line # 56-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
13 57 6 1 4	"71" red	Tu-22M2	Soviet Navy	mfd	25nov83	line # 57-01; opb 378 mrap or 568 mrap at Mongokhto-Kamenny Ruchei; was due for overhaul in 1992 and hence ferried to 328 ARZ at Mykolayiv-Kulbakino; t/t 830 hours and 727 cycles by 01jan93; trf to 1 ae 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"71" red	Tu-22M2	Ukraine Air Force	Mkk	nov93	opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino; l/n operational nov93; stored at Mykolayiv-Kulbakino, seen nov97/apr99; scrapped
23 57 4 3 6	"57"	Tu-22M2	Russian Navy			line # 57-03; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
23 57 7 4 2	"29" red	Tu-22M2	Soviet Navy	mfd	1983	line # 57-04; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"29" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n Mykolayiv-Kulbakino 1993; scrapped at Mykolayiv-Kulbakino 11mar04
33 58 4 1 2	"74"	Tu-22M2	Russian Navy			line # 58-01; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
33 58 5 2 8	"72"	Tu-22M2	Russian Navy			line # 58-02; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
33 58 2 4 4 ?	"73" red	Tu-22M2	Soviet Navy			line # 58-04; opb 33 TsBP i PLS at Mykolayiv-Kulbakino; c/n in a Ukrainian AF Tu-22M listing as 3338424, but not all digits may be correct

	"73" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 6 AB(n) at Mykolayiv-Kulbakino; f/n Mykolayiv-Kulbakino nov93; stored at Mykolayiv-Kulbakino, seen may98/may02; scrapped at Mykolayiv-Kulbakino 08apr04
43 59 7 1 9	"56" red	Tu-22M3	Russian Navy	mfd	30aug83	line # 59-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
33 59 4 3 3	"31" red	Tu-22M3	Russian Navy	mfd	29sep83	line # 59-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
33 59 1 4 2	"41" red	Tu-22M3	Russian Air Force	no	reports	line # 59-04; scrapped; see next line
41 59 2 4 3	"20" red	Tu-22M2	Russian Navy			line # 59-04?; strange year in c/n; see previous line; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
33 60 4 2 3	"10" red	Tu-22M3	Russian Air Force	no	reports	line # 60-02; sold as scrap metal 12nov12
43 61 9 3 7	"56" red	Tu-22M3	Soviet Navy	mfd	1983	line # 61-03; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"56" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 14nov02
14 62 1 2 4	"20" red	Tu-22M3	Russian Navy	mfd	31mar84	line # 62-02; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011; see c/n 4466035
14 62 3 3 6	"21" red	Tu-22M3	Russian Navy	mfd	27apr84	line # 62-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
14 62 4 5 8	"25" red	Tu-22M3	Soviet Air Force	mfd	1984	line # 62-05; flew 11 combat missions in the Afghan war in the late 1980s; old code still visible on the tail when seen as "19" red
	"19" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava may98 with Soviet Air Force markings only, the Ukrainian Shield had washed away by this time
	"59" blue not known	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; stored at Poltava, seen sep96/may98; scrapped at Poltava 12nov02
14 63 7 2 2	"10" red	Tu-22M3	Soviet Navy	mfd	31may84	line # 63-02; based at Vesyoloye (Crimea) in 1984
		Tu-22M3	Russian Navy			opb 943 mrap at Oktyabrskoye in 1994; trf oct96 to 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; stored at Mongokhto-Kamenny Ruchei, l/n jan12
24 63 9 3 1	not known	Tu-22M3	Soviet Air Force	mfd	1984	line # 63-03
	"18" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96/may98
	"58" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 12dec02
24 63 8 4 9	"01" red	Tu-22M3	Soviet Navy			line # 63-04; based at Vesyoloye (Crimea) and seen stored may97; code may also be "05" red
24 63 7 5 0	not known	Tu-22M3	Soviet Navy	mfd	1984	line # 63-05; Black Sea Fleet (Crimea)
	"72" red	Tu-22M3	Ukraine Air Force	trf	1996	opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 02feb01/06mar01
24 64 0 1 5	"21" red	Tu-22M3	Russian Navy	mfd	29jun84	line # 64-01; mfd also given as 26jun84; opb 1 ae 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; f/n Mongokhto-Kamenny Ruchei 16apr07; l/n Mongokhto-Kamenny Ruchei 11feb09
	RF-34081	Tu-22M3	Russian Air Force	Bly	17aug14	based at Byelaya; carried also code "51" red, with very faded "VVS Rossii" titles
24 64 5 4 3	"62" red	Tu-22M3	Russian Air Force	no	reports	line # 64-04; sold as scrap metal 12nov12
34 65 8 2 4	not known	Tu-22M3	Soviet Navy	mfd	28aug84	line # 65-02; based at Vesyoloye (Crimea) in 1984
	"02" red	Tu-22M3	Russian Navy			opb 943 mrap at Oktyabrskoye in 1994; opb 1 ae 568 mrap at Mongokhto-Kamenny Ruchei from 1996 until 2010; with Russian Navy flag behind cockpit on right-hand side and Guard badge on left-hand side, shark mouth on air intakes; f/n Mongokhto-Kamenny Ruchei 18apr07; l/n Mongokhto-Kamenny Ruchei 20may09
	"55" red	Tu-22M3	Russian Air Force	trf	2011	based at Byelaya; in the same c/s as above; f/n Byelaya sep11
	RF-34083	Tu-22M3	Russian Air Force	ph.	12aug12	based at Byelaya; still with Russian Navy flag behind cockpit on right-hand side and Guards badge on left-hand side, shark mouth on air intakes
34 65 1 3 3	"03" red	Tu-22M3	Russian Navy	mfd	28sep84	based at Byelaya; still with Russian Navy flag behind cockpit on right-hand side and Guards badge on left-hand side, shark mouth on air intakes; with "VVS Rossii" titles and also carried code "55" red; seen Soltsy 22jul14; l/n Byelaya jul16, active
	RF-34082	Tu-22M3	Russian Air Force	Rzd	25may14	line # 65-03; opb 568 mrap (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
34 65 3 5 6	"34" red	Tu-22M3	Russian Air Force	no	reports	based at Byelaya; carried also code "03" red, with "VVS Rossii" titles; reported to have been re-coded "53" red
34 66 5 2 8	"24" red	Tu-22M3	Russian Navy	mfd	28nov84	line # 66-02; opb 568 mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye; opb 568 mrap (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; stored at Mongokhto-Kamenny Ruchei, l/n jan12
	RF-34084	Tu-22M3	Russian Air Force	Bly	nov14	based at Byelaya; carried also code "54" red, with "VVS Rossii" titles
44 66 0 3 5	"20" red	Tu-22M3	Russian Navy	mfd	08oct84	line # 66-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011; see c/n 1462124
44 66 1 4 6	"26" red	Tu-22M3	Russian Navy	mfd	29dec84	line # 66-04; opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010
	RF-34090	Tu-22M3	Russian Air Force	trf	2011	opb AvGr 6952 AvB at Byelaya; with "VVS Rossii" titles and Russian stars; still carried its old code "26" red on the fin but the new code "56" red on the nose-wheel; f/n Byelaya nov13
44 66 3 5 7	RF-94139	Tu-22M3	Russian Air Force	ph.	jun12	line # 66-05; carried also code "49" red; opb 6950 AvB at Shaikovka; with "VVS Rossii" titles and Russian stars; named 'Alexander Bereznyak' dec12 after a Soviet aircraft and missile designer; l/n 27may14
44 67 8 3 2	"11" red	Tu-22M3	Russian Air Force	no	reports	line # 67-03; sold as scrap metal 12nov12
15 68 0 1 5	"24" red	Tu-22M3	Russian Navy	mfd	04mar85	line # 68-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
	RF-94154	Tu-22M3	Russian Air Force	ph.	07may14	c/n not confirmed; carried also code "24" red; probably opb 6950 AvB at Shaikovka; with "VVS Rossii" titles and Russian stars; f/n over Moscow 07may14; named 'Mikhail Shidlovski' after the commander of the 'Ilya Muromets' squadron in WWI, f/n as such Ryazan-Dyagilevo 13mar15; attacked IS targets in Syria 07dec15 and 21jan17
15 68 2 3 4	not known	Tu-22M3	Soviet Navy	mfd	1985	line # 68-03; Black Sea Fleet (Crimea)
	"56" red	Tu-22M3	Ukraine Air Force	trf	1996	opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 17jan02
42 68 3 3 5	"28" red	Tu-22M2	Russian Navy			line # 68-03?; strange year in c/n; see previous line; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
15 68 3 4 6	not known	Tu-22M3	Soviet Air Force	mfd	1985	line # 68-04
	"08" blue	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava sep96
	"93" blue	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 10jan03
15 68 7 5 3	"43" red	Tu-22M3	Russian Air Force	no	reports	line # 68-05; sold as scrap metal 29nov12
15 69 9 2 1	"28" red	Tu-22M3	Soviet Navy	mfd	30jun85	line # 69-02; delivered to Vesyoloye (Crimea)
	"28" red	Tu-22M3	Russian Navy	trf	1994	to 943 mrap, at Oktyabrskoye
	"28" red	Tu-22M3	Ukraine Air Force	trf	nov96	was to be opb 184 vbap at Priluki and on paper allocated "74" red (confirmed in a listing dated 1997), but due to problems that occurred during the transfer flight (the balancing fuel tank was filled with water instead of fuel which contaminated the fuel system), the aircraft was forced to land at Poltava and never flew again; photo as "28" red taken at Poltava exists; later taken over by the 185 vbap at Poltava and became, see next line
25 69 6 4 8	"85" blue not known	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 06feb03
	"92" red	Tu-22M3	Soviet Air Force	mfd	1985	line # 69-04
	"99" blue	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; seen Poltava may98
25 69 4 5 3	"26" red	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 25mar03
	"31" blue	Tu-22M3	Russian Air Force			line # 69-05; old code still visible on fin when seen at Vozdvizhenka may11, but difficult to read
25 70 3 2 6	"29" red	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
	"29" red	Tu-22M3	Soviet Navy	mfd	1985	line # 70-02; Black Sea Fleet (Crimea)
	"98" blue	Tu-22M3	Ukraine Air Force	trf	nov96	opb 185 vbap at Poltava, later became, see next line
25 70 8 4 1	"38" red	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 26aug03
35 70 1 5 2	"27" red	Tu-22M3	Russian Air Force	no	reports	line # 70-04; sold as scrap metal 12nov12
	"30" blue	Tu-22M3	Russian Air Force	Vzd	28may11	line # 70-05; old code still visible on fin when seen at Vozdvizhenka may11, but the old code on the nose wheel door looked like "17"
35 80 4 3 5	"19" red	Tu-22M3	Russian Air Force	no	reports	opb 444 tbap at Vozdvizhenka (disbanded 31dec09); carried nose-art of a fantasy animal; sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
35 80 5 4 6	"21" blue	Tu-22M3	Russian Air Force	mfd	18apr85	line # 80-03; sold as scrap metal 12nov12
35 80 6 5 7	"47" red	Tu-22M3	Russian Air Force	no	reports	line # 80-04; opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
35 81 7 1 8	"27" red	Tu-22M3	Russian Air Force	no	reports	line # 80-05; sold as scrap metal 12nov12
35 81 8 2 9	"18" red	Tu-22M3	Russian Air Force	no	reports	line # 81-01
45 81 9 3 8	"45" red	Tu-22M3	Russian Air Force	no	reports	line # 81-02; sold as scrap metal 12nov12
45 81 8 4 7	"49" red	Tu-22M3	Russian Air Force	no	reports	line # 81-03; sold as scrap metal 12nov12
45 82 6 1 5	"46" red	Tu-22M3	Russian Air Force	no	reports	line # 81-04; sold as scrap metal 12nov12
45 82 5 2 4	"79" blue	Tu-22M3	Russian Air Force	mfd	31jul85	line # 82-01; sold as scrap metal 12nov12
45 82 2 4 3	RF-94241	Tu-22M3	Russian Air Force	trf	2011	line # 82-02; opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
45 82 3 5 2	RF-94238	Tu-22M3	Russian Air Force	ph.	2014	line # 82-04; carried the code "21" red still on the nose-wheel door, but no longer on the fin; based at Byelaya; with "VVS Rossii" titles, but still with (faded) Red Stars; f/n Byelaya 21aug11, operational
16 83 1 3 4	"35" red	Tu-22M3	Russian Air Force	no	reports	line # 82-05; carried also code "22" red; with "VVS Rossii" titles; l/n Byelaya 17aug14
16 83 2 4 3	"10" red	Tu-22M3	Russian Navy	mfd	31mar86	line # 83-03; details from russianplanes.net
16 83 7 5 6	"34" red	Tu-22M3	Russian Navy	mfd	31mar86	line # 83-04; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
16 84 6 1 5	"36" red	Tu-22M3	Russian Navy	mfd	31mar86	line # 83-05; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
	RF-94137	Tu-22M3	Russian Air Force	Shk	jun12	line # 84-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
16 84 3 2 7	"27" red	Tu-22M3	Russian Air Force	no	reports	c/n not confirmed; carried also code "36" red; probably opb 6950 AvB at Shaikovka; with "VVS Rossii" titles and Russian stars
26 84 1 3 9	"23" blue	Tu-22M3	Russian Air Force	no	reports	line # 84-02; sold as scrap metal 12nov12
	"30" blue	Tu-22M3	Russian Air Force	mfd	29nov85	line # 84-03; opb 444 tbap at Vozdvizhenka (disbanded 31dec09); carried tiger nose-art; sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
26 84 3 5 0	"10" blue	Tu-22M3	Russian Air Force	Vzd	28may11	line # 84-05; old code still visible on fin when seen at Vozdvizhenka may11
		Tu-22M3	Russian Air Force			opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
26 85 5 2 6	not known	Tu-22M3	Russian Air Force	no	reports	line # 85-02; scrapped
26 85 6 3 1	"42" red	Tu-22M3	Russian Air Force	no	reports	line # 85-03; sold as scrap metal 12nov12
26 85 9 4 2	"72" red	Tu-22M3	Russian Air Force	mfd	10mar86	line # 85-04; old code still visible on fin when seen at Vozdvizhenka may11
	"52" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
36 86 5 1 8	not known	Tu-22M3	Soviet Air Force	mfd	1986	line # 86-01

36 86 3 2 6	"40" red "92" blue "41" red	Tu-22M3 Tu-22M3 Tu-22M3	Ukraine Air Force Ukraine Air Force Russian Navy	trf r/r mfd	1992 2000 30aug86	opb 185 vbap at Poltava, seen Poltava 12sep96/18may98 opb 185 vbap at Poltava; scrapped at Poltava 24apr03 line # 86-02; opb 568 mrap (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
36 86 4 3 7	"42" red	Tu-22M3	Russian Navy	mfd	21aug86	line # 86-03; opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; stored at Mongokhto-Kamenny Ruchei, l/n jan12
36 86 9 4 1	"43" red	Tu-22M3	Russian Navy	mfd	30sep86	line # 86-04; opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010
36 86 1 5 3	"44" red "44" red "94" blue "80" blue (2)	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force Ukraine Air Force Ukraine Air Force	mfd mfd trf r/r Plw	1986 feb96 2000 2008	line # 86-05; opb 943 mrap at Oktyabrskoye opb 185 vbap at Poltava; later became see next line opb 185 vbap at Poltava; stored at Poltava after the disbandment of the unit; soc 27feb03 painted up for preservation to resemble "80" blue (1) named "Oleksandr Molodchy" which was scrapped; preserved in the Ukrainian Air Force museum at Poltava (N49.617183 E34.5020055); seen 2008/dec15 line # 87-01; opb 568 mrap (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
36 87 6 1 2	"45" red	Tu-22M3	Russian Navy	mfd	30sep86	line # 87-04; opb 568 mrap (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
46 87 3 4 6	"48" red	Tu-22M3	Russian Navy	mfd	30dec86	line # 87-04; opb 568 mrap (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
46 87 8 5 7	RF-34091 not known "71" red	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy Ukraine Air Force	ph. mfd trf	18aug13 1986 1996	carried also code "50" red, with "VVS Rossii" titles; l/n apr14 line # 87-05; Black Sea Fleet (Crimea)
46 88 7 1 3	"09" red	Tu-22M3	Russian Navy	mfd	30dec86	opb 184 vbap at Priluki; seen may98; scrapped at Priluki 18dec01
46 88 4 2 4	"12" red	Tu-22M3	Russian Air Force	no	reports	line # 88-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
46 88 5 4 9	"44" blue	Tu-22M3	Russian Air Force	mfd	12sep86	line # 88-02; sold as scrap metal 12nov12 line # 88-04; opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, to be scrapped
46 88 1 5 0	"76" ? "45" red "15" blue	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force Russian Air Force	mfd mfd Vzd	15sep86 28may11	line # 88-05; old code still visible on fin when seen at Vozdvizhenka may11, but last digit difficult to read old code still visible on fin when seen at Vozdvizhenka may11 opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
17 89 1 1 9	"01" red	Tu-22M3	Russian Navy	mfd	31mar87	line # 89-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
17 89 2 2 8	"02" red	Tu-22M3	Russian Navy	mfd	31mar87	line # 89-02; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
17 89 3 3 6	"03" red	Tu-22M3	Russian Navy	mfd	31mar87	line # 89-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
17 89 7 5 1	"53" blue	Tu-22M3	Russian Air Force	mfd	27oct86	line # 89-05; opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
17 90 5 1 4	"61" red "51" blue	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	mfd Vzd	29dec86 28may11	line # 90-01; old code still visible on fin and nose wheel door when seen at Vozdvizhenka may11 opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
27 90 4 2 5	"11" red	Tu-22M3	Russian Navy	mfd	30jun87	line # 90-02; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
27 90 3 3 2	"12" red	Tu-22M3	Russian Navy	mfd	30jun87	line # 90-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
27 90 1 4 3	"14" red	Tu-22M3	Russian Navy	mfd	30jun87	line # 90-04; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
27 90 2 5 9	"15" red RF-94149	Tu-22M3 Tu-22M3	Russian Navy Russian Air Force	mfd ph.	30jun87 03may13	line # 90-05; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; carried also code "15" red; probably opb 6950 AvB at Shaikovka; with "VVS Rossii" titles, Russian stars and a Russian flag below the cockpit; f/n overhead Moscow 03may13
27 91 4 1 5	"43" blue	Tu-22M3	Russian Air Force	mfd	20mar87	line # 91-01; opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
27 91 7 2 6	"65" red "33" blue	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	mfd Vzd	24mar87 28may11	line # 91-02; old code still visible on fin when seen at Vozdvizhenka may11 opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
37 91 8 3 4	"60" red	Tu-22M3	Russian Air Force	ZIA	15aug92	line # 91-03; l/n ZIA aug93
37 91 9 4 7	"33" red	Tu-22M3	Russian Air Force	Akc	27jul97	line # 91-04; l/n Akhtubinsk 24may09
37 91 6 5 8	"07" blue	Tu-22M3	Russian Air Force	mfd	18may87	line # 91-05; opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
37 92 7 1 9	"04" red	Tu-22M3	Russian Navy	mfd	28dec87	line # 92-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
37 92 4 3 5	"05" red	Tu-22M3	Russian Navy	mfd	28dec87	line # 92-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
37 92 3 4 4	"74" red	Tu-22M3	Russian Air Force	no	reports	line # 92-04; sold as scrap metal 12nov12
.. 92 . 5 .	"42" red	Tu-22M3	Russian Air Force	no	reports	line # 92-05; last overhaul (by 360 ARZ) completed 14may10
47 93 8 1 7	"16" red	Tu-22M3	Russian Navy	mfd	30dec87	line # 93-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
47 93 3 4 5	"42" red	Tu-22M3	Russian Air Force	no	reports	line # 93-04; sold as scrap metal 29nov12
47 93 4 5 3	"44" red	Tu-22M3	Russian Air Force	no	reports	line # 93-05; sold as scrap metal 29nov12
47 94 1 2 8	"40" red	Tu-22M3	Russian Air Force	no	reports	line # 94-02; sold as scrap metal 29nov12
47 94 2 3 4	"36" red	Tu-22M3	Russian Air Force	ZIA	03sep93	line # 94-03
18 94 9 4 3	not known	Tu-22M3	Russian Air Force	no	reports	line # 94-04; h/o to 150 ARZ for rework 17mar08, but work not yet completed by 2011
18 95 7 1 4	"50" red "50" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	29mar88 1992	line # 95-01; opb 260 tbap at Stry; trf to 184 vbap at Priluki jul93; l/n flying Priluki 1997; stored at Priluki, seen may98; scrapped at Priluki 23apr02
18 95 1 2 5	"17" red RF-94150	Tu-22M3 Tu-22M3	Russian Navy Russian Air Force	mfd Shk	30mar88 aug12	line # 95-02; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; carried also code "17" red; probably opb 6950 AvB at Shaikovka
18 95 5 3 6	"18" red	Tu-22M3	Russian Navy	mfd	31mar88	line # 95-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
18 95 4 4 7	"06" red RF-94153	Tu-22M3 Tu-22M3	Russian Navy Russian Air Force	mfd Shk	31mar88 aug12	line # 95-04; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; carried also code "06" red; probably opb 6950 AvB at Shaikovka
28 95 1 5 3	"19" red	Tu-22M3	Russian Navy	mfd	30jun88	line # 95-05; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
28 96 3 1 4	"07" red	Tu-22M3	Russian Navy	mfd	30may88	line # 96-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
28 96 2 2 1	"08" red	Tu-22M3	Russian Navy	mfd	30jun88	line # 96-02; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
38 98 2 1 9	"46" red	Tu-22M3	Russian Air Force	no	reports	line # 98-01; sold as scrap metal 29nov12
48 98 6 4 9	"9804" black	Tu-22M3	Russian Air Force	ZIA	aug93	line # 98-04; opb LII im. Gromova at Zhukovskii; used as a test-bed from 2008; l/n ZIA jan14, active
48 98 8 5 7	"63" red "63" red "62" blue "52" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force Ukraine Air Force Soviet Air Force	mfd trf trf mfd	1988 1992 2000 1988	line # 98-05; opb 260 tbap at Stry opb 260 tbap at Stry; trf to 184 vbap at Priluki in 1992/93; seen Priluki 22may98 opb 185 vbap at Poltava; scrapped at Poltava 24jun03
48 99 2 1 5	"52" red "52" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 99-01; opb 260 tbap at Stry opb 260 tbap at Stry; trf to 184 vbap at Priluki in 1992/93; scrapped at Priluki 21feb02
48 99 4 2 3	not known "03" red "52" blue	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd trf r/r	1988 1992 2000	line # 99-02 opb 185 vbap at Poltava; seen Poltava sep96/may98 opb 185 vbap at Poltava; scrapped at Poltava 30may03
48 99 5 4 8	"65" red "65" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 99-04; opb 260 tbap at Stry opb 260 tbap at Stry; trf to 184 vbap at Priluki in 1992/93; seen Priluki 22may98
48 99 7 5 6	not known no code	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd ph.	11apr89 07aug14	line # 99-05 stored at KAPO/KAZ since 1992
19100 9 1 2	"53" red "53" red "63" blue	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd trf trf	1989 1992 2000	line # 100-01; opb 260 tbap at Stry opb 260 tbap at Stry; trf to 184 vbap at Priluki in 1992/93; seen Priluki may98 opb 185 vbap at Poltava; scrapped at Poltava 16nov0
19100 7 3 4	"51" red "51" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	31jan89 1992	line # 100-03; opb 260 tbap at Stry opb 260 tbap at Stry; trf to 184 vbap at Priluki in 1992/93 seen Priluki 1990s operational; l/n Priluki 22may98
19100 6 4 3	"61" blue not known "55" red "88" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Navy Ukraine Air Force Ukraine Air Force	trf mfd trf	2000 21mar89 1992	opb 185 vbap at Poltava; scrapped at Poltava 30aug04 line # 100-04; opb 943 mrap at Oktyabrskoye opb 184v vbap at Priluki from 1996; stored at Priluki, seen jul97/may98 opb 185 vbap at Poltava; scrapped at Poltava 21oct04
19100 5 5 6	"64" red "64" red "86" blue	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd trf trf	1989 1992 2000	line # 100-05; opb 260 tbap at Stry opb 260 tbap at Stry; trf to 184 vbap at Priluki in 1992/93; seen Priluki 22may98 opb 185 vbap at Poltava; stored at Poltava, seen sep96; scrapped at Poltava 24sep04
19101 4 1 5	"54" red "54" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	31mar89 1992	line # 101-01; opb 260 tbap at Stry opb 260 tbap at Stry; trf to 184 vbap at Priluki in 1992/93; stored at Priluki, seen may98; scrapped at Priluki 14mar02
29101 3 2 8	"61" red "61" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 101-02; opb 260 tbap at Stry opb 260 tbap at Stry; trf to 184 vbap at Priluki in 1993/93; stored at Priluki, seen may98; scrapped at Priluki 04apr02
..101 . 4 . 29101 8 5 1	"30" red "62" red "62" red "89" blue	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Soviet Air Force Ukraine Air Force Ukraine Air Force	no mfd trf trf	reports 30jun89 1992 2000	line # 101-04; last overhaul (by 360 ARZ) completed 10feb11 line # 101-05; opb 260 tbap at Stry opb 260 tbap at Stry; trf to 184 vbap at Priluki in 1992/93; seen Priluki 22may98 opb 185 vbap at Poltava; scrapped at Poltava 10dec04
29102 6 1 9	"33" red	Tu-22M3	Russian Navy	mfd	24jun89	line # 102-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
29102 4 2 8	"35" red RF-94159	Tu-22M3 Tu-22M3	Russian Navy Russian Air Force	mfd Shk	30jun89 jun15	line # 102-02; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; carried also code "35" red, with "VVS Rossii" titles; l/n oct15
39102 2 3 6	"32" red	Tu-22M3	Russian Navy	mfd	30aug89	line # 102-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
39102 1 4 5	"25" red RF-94155	Tu-22M3 Tu-22M3	Russian Navy Russian Air Force	mfd Shk	29sep89 jul12	line # 102-04; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; carried also code "25" red; probably opb 6950 AvB at Shaikovka; with "vvs Rossii" titles and Russian stars; named "Yuri Deineko" after the late commander of Tu-160 "01" red c/n 82007617 which crashed 18sep03; f/n as such Shaikovka dec12; l/n ZIA 26aug15
39102 3 5 3	"52" red	Tu-22M3	Russian Navy	mfd	30nov89	line # 102-05; opb 568 mrap (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
39103 9 1 2	"53" red	Tu-22M3	Russian Navy	mfd	30oct89	line # 103-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011; reportedly scrapped
39103 7 2 1	"57" red	Tu-22M3	Russian Navy	mfd	30sep89	line # 103-02; opb 568 mrap (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; named "Fyodor Radus" after a distinguished Soviet Navy bomber pilot of WWII; photo 19apr07, stored at Mongokhto-Kamenny Ruchei, l/n jan12
39103 5 3 6	"29" red	Tu-22M3	Russian Navy	mfd	26oct89	line # 103-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
49103 3 4 3	not known	Tu-22M3	Soviet Air Force	mfd	30nov89	line # 103-04

	"25" red	Tu-22M3	Ukraine Air Force	trf	1992	opb 185 vbap at Poltava; f/n Gostomel 22aug92, flying; seen Poltava 12sep96; trf to 184 vbap at Priluki in 1997/98; seen Priluki 22may98
49104 6 2 7	"84" blue "57" red	Tu-22M3 Tu-22M3	Ukraine Air Force Russian Navy	trf mfd	2000 30dec89	opb 185 vbap at Poltava; scrapped at Poltava 06jan05 line # 104-02; opb 924 mrp at Olenya; f/n Ostrov-Veretye 16aug03; trf to the Russian Air Force at Shaikovka in 2011
49104 4 3 9	"58" red	Tu-22M3	Russian Navy	mfd	30dec89	line # 104-03; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
49104 2 4 8	"59" red	Tu-22M3	Russian Navy	mfd	30dec89	line # 104-04; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
10105 0 1 9	not known "51" red "51" blue not known "73" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force Ukraine Air Force Ukraine Air Force Ukraine Air Force	mfd trf r/r trf mfd	1990 1992 2000 1990 1996	line # 105-01 opb 185 vbap at Poltava; stored at Poltava, seen sep96 opb 185 vbap at Poltava; scrapped at Poltava 28feb05 line # 105-02; Black Sea Fleet (Crimea) opb 184 vbap at Priluki; stored at Priluki, seen may98; trf to 6 AB(n) Mykolayiv-Kulbakino in 1999; scrapped at Mykolayiv-Kulbakino 07sep04
10105 9 3 1	"53" red	Tu-22M3	Russian Navy	mfd	30mar90	line # 105-03; opb 568 mrp (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
10105 8 4 2	"54" red	Tu-22M3	Russian Navy	mfd	19apr90	line # 105-04; opb 943 mrp, at Oktyabrskoye; trf 568 mrp (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; named 'Nikolai Avvakumov' after a distinguished Soviet Navy bomber pilot; stored at Mongokhto-Kamenny Ruchei, l/n jan12
10105 2 5 7	not known "55" red "55" blue not known "66" red "66" blue	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force Ukraine Air Force Soviet Navy Ukraine Air Force Ukraine Air Force	mfd trf r/r mfd trf trf	1990 1992 2000 15jun90 1996 2000	line # 105-05 opb 185 vbap at Poltava; stored at Poltava, seen sep96 opb 185 vbap at Poltava; scrapped at Poltava 27sep05 line # 106-01; Black Sea Fleet (Crimea) opb 184 vbap at Priluki; seen flying at Priluki in the early 1990s; stored at Priluki, seen may98 opb 185 vbap at Poltava; scrapped at Poltava 28oct05
20106 7 2 6	not known "57" red "96" blue	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force Ukraine Air Force	mfd trf BTS	26feb90 1992 08jun02	line # 106-02 opb 185 vbap at Poltava; f/n Poltava 18may98; l/n FFD 26jul98, c/n 20106726 confirmed by the RIAT checklist opb 185 vbap at Poltava; c/n checked on the plate on the nose-wheel strut BTS 08jun02; soc 10jun05; was preserved in the Ukrainian Air Force Museum at Poltava, l/n 2005; arrived in the State Aviation Museum at Kiev in pieces 26apr06, assembled after jun06, l/n 08jun11
20106 6 3 4	"57" red "58" red	Tu-22M3 Tu-22M3	Ukraine Air Force Russian Navy	IEV mfd	aug11 29jun90	c/n checked on the plate on the nose-wheel strut; preserved in the State Aviation Museum at Kiev (N50.405800 E30.4635072), seen aug11/feb16 line # 106-03; photo Mongokhto-Kamenny Ruchei 18apr07; opb 568 mrp (renamed 568 osap) at Mongokhto-Kamenny Ruchei until 2010; named 'Vasilii Trushkin' after a distinguished Soviet Navy shтурмовик pilot of WWII; stored at Mongokhto-Kamenny Ruchei; photo 2014
20106 4 4 5	"59" red	Tu-22M3	Russian Navy	mfd	18jul90	line # 106-04; opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010
20106 6 5 4	not known "70" red "70" blue "70" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force Ukraine Air Force Russian Navy	mfd trf trf trf	27sep90 1996 2000 28sep90	line # 106-05; Black Sea Fleet (Crimea) opb 184 vbap at Priluki; seen Priluki 22may98, operational opb 185 vbap at Poltava; scrapped at Poltava, date unknown (probably around 2005)
20107 9 1 0	"70" red	Tu-22M3	Russian Navy	mfd	28sep90	line # 107-01; opb 568 mrp (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; stored at Mongokhto-Kamenny Ruchei, l/n jan12
20107 8 2 3	"47" red	Tu-22M3	Russian Navy	mfd	16nov90	line # 107-02; initially opb 574 mrp at Lakhta (disbanded jun02); later opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011; overhauled by KAZ in 2013/14
30107 6 3 5	RF-34025 "48" red "49" red	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Russian Navy Russian Navy	Bly mfd mfd	16aug15 31oct90 30nov90	c/n not confirmed; carried also code "47" red, with 'VVS Rossii' titles; l/n OVB 16sep16 line # 107-03; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 107-04; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
30107 2 5 1	"50" red	Tu-22M3	Russian Navy	mfd	21dec90	line # 107-05; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
30108 0 1 2	"41" red	Tu-22M3	Russian Navy	mfd	27dec90	line # 108-01; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011
30108 1 2 4	RF-94143 "42" red	Tu-22M3 Tu-22M3	Russian Air Force Russian Navy	ph. mfd	28jun12 30dec90	at Shaikovka; carried also code "26" red; based at Shaikovka; l/n Ryazan-Dyagilevo 24may14 line # 108-02; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011; overhauled by KAZ in 2013/14
30108 3 3 8	RF-34038 "43" red	Tu-22M3 Tu-22M3	Russian Air Force Russian Navy	ph. mfd	jun15 30dec90	c/n not confirmed; at Shaikovka; carried also code "42" red, with 'VVS Rossii' titles; photo exists, taken in Syria line # 108-03; opb 924 mrp at Olenya; trf to the Russian Air Force at Shaikovka in 2011; overhauled by KAZ in 2013/14
40108 0 4 9	RF-34039 "44" red	Tu-22M3 Tu-22M3	Russian Air Force Russian Navy	ph. mfd	2015 30dec90	in flight; carried also code "43" red, with 'VVS Rossii' titles; photo exists, taken in Syria line # 108-04; opb 859 TsBP i PLS MA at Yeisk; no Navy flag; suffered structural damage during a hard landing, details unknown; stored at Ostrov-Veretye, l/n aug12
40109 7 1 4	"12" red	Tu-22M3	Russian Air Force	mfd	2013	line # 109-01; undergoing repair and modernisation at KAPO, for completion in 2014
40109 1 2 6	not known	Tu-22M3	Soviet Navy	mfd	1990	line # 109-02; Black Sea Fleet (Crimea); c/n as such from an official document, but also reported as 40109227
40109 5 4 9	"60" red "60" blue not known "42" red RF-94142	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Ukraine Air Force Ukraine Air Force Soviet Air Force Russian Air Force Russian Air Force	trf trf mfd Kzp	1996 2000 1991 18jul14	opb 184 vbap at Priluki; stored at Priluki, seen may98 opb 185 vbap at Poltava; scrapped at Poltava 27jan06 as the last of 60 Ukrainian Tu-22Ms line # 109-04 overhauled by KAPO in 2012/14 also carried code "42" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; h/o after overhaul 09aug14; attacked IS targets in Syria 23jan17
40109 7 5 6	"10" red RF-94146	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	ph.	2013 apr16	line # 109-05 carried also code "10" red; h/o aug15 after overhaul and modernisation by KAZ; opb AvGr 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; damaged (possibly dbr) 16jun16 on landing at Soltsty when the right main gear collapsed during the landing run and the aircraft veered off the runway to the left, sheering off the remaining landing gear and suffering damage to the right wing, 2 crew injured
21110 9 1 1	"26" red	Tu-22M3	Russian Air Force	no	reports	line # 110-01; sold as scrap metal 12nov12
..110 . 2 .	not known	Tu-22M3	Russian Air Force	no	reports	line # 110-02; at KAPO for completion in sep14
..110 . 3 .	not known "48" red RF-94140	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force Russian Air Force	mfd Kzp	1991 27apr14	line # 110-03 overhauled by KAPO in 2013/14 also carried code "48" red; with 'VVS Rossii' titles and Russian stars; h/o after overhaul 04jun14; attacked IS targets in Syria dec15 and 23jan17
..110 . 4 .	not known	Tu-22M3	Russian Air Force	no	photo	line # 110-04; undergoing overhaul with KAZ by autumn 2014
..110 . 5 .	not known	Tu-22M3	Russian Air Force	no	photo	line # 110-05; under rework with KAPO
..112 . 1 .	not known	Tu-22M3	Russian Air Force	no	reports	line # 112-01
..112 . 3 .	"16" red	Tu-22M3	Russian Air Force	no	reports	line # 112-03; to undergo repairs at 360 ARZ in 2016
12112 3 4 7	no code	Tu-22M3	Russian Air Force	FAB	06sep92	line # 112-04; l/n FAB 11sep92
12112 1 5 4	"31" red	Tu-22M3	Russian Air Force	no	reports	line # 112-05; based at Byelaya
..113 . 2 .	"26" red	Tu-22M3	Russian Air Force	no	reports	line # 113-02; to undergo repairs at 360 ARZ in 2016
..113 . 3 .	"15" red	Tu-22M3	Russian Air Force	no	reports	line # 113-03; to undergo repairs at 360 ARZ in 2016
32114 5 2 3	RF-94145	Tu-22M3	Russian Air Force	mfd	24jul92	line # 114-02; f/n Ryazan-Dyagilevo aug12, carried also code "37" red, with 'VVS Rossii' titles; l/n Ryazan-Dyagilevo 31may15
42114 1 3 8	"01" red	Tu-22M3	Russian Air Force	mfd	21aug92	line # 114-03; undergoing overhaul with KAZ by autumn 2014
23115 1 3 2	no code	Tu-22M3	KAPO	mfd	aug09	line # 115-03; preserved outside the KAZ factory, at Kazan (55.8583439, 49.1060092); probably never delivered to the Russian Air Force; visible on GE from jun08; l/n aug13

Tu-22M (all versions) with unknown construction numbers include

---	RF-34035	Tu-22M3	Russian Air Force	Kzp	may16	in bare metal c/s
---	RF-34075	Tu-22M3	Russian Air Force	ph.	dec15	also carried code "54" red; photo 2016 still as "54" red; became "24" red by feb16; l/n Byelaya jul16, as auch
---	RF-34079	Tu-22M3	Russian Air Force	ph.	sep16	also carried code "57" red, with shark mouth on air intakes and 'VVS Rossii' titles on the fin; photo exists, taken in Syria
---	RF-34089	Tu-22M3	Russian Air Force	ph.	22dec16	test flying from KAZ; in bare-metal c/s
---	RF-94135	Tu-22M3	Russian Air Force	Shk	08aug12	also carried code "46" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; attacked IS targets in Syria 07dec15
---	RF-94138	Tu-22M3	Russian Air Force	Rzd	07may15	over Moscow; carried also code "43" red, with 'VVS Rossii' titles; l/n OVB 05oct16
---	RF-94141	Tu-22M3	Russian Air Force	ph.	2015	carried also code "41" red, with 'VVS Rossii' titles; previous code "21" red visible on the tail
---	RF-94144	Tu-22M3	Russian Air Force	Shk	mar14	carried also code "16" red, with 'VVS Rossii' titles; see line # 112-03; l/n overhead Moscow 09may16
---	RF-94157	Tu-22M3	Russian Air Force	Shk	jun12	also carried code "28" red; probably opb 6950 AvB at Shaikovka; f/n with 'VVS Rossii' titles and Russian stars Kazan-Borisoglebskoye 09aug14; attacked IS targets in Syria 20nov15 and 07dec15
---	RF-94161	Tu-22M3	Russian Air Force	ph.	nov15	also carried code "16" red, with 'VVS Rossii' titles and Russian stars; l/n Engels apr16
---	RF-94216	Tu-22M3	Russian Air Force	ph.	2014	carried also code "26" red; possibly based at Byelaya; with 'VVS Rossii' titles; attacked IS targets in Syria 19nov15; l/n OVB 22sep16
---	RF-94217	Tu-22M3	Russian Air Force	Bly	jul11	carried also code "30" red, with 'VVS Rossii' titles; opb 6953 AB at Byelaya; l/n Byelaya 24nov11; photo 07nov12 named 'Vladimir Bezbokov'; l/n sep15, as such
---	RF-94218	Tu-22M3	Russian Air Force	Eng	feb14	carried also code "67" red; with 'VVS Rossii' titles; l/n Byelaya jun16
---	RF-94221	Tu-22M3	Russian Air Force	ph.	nov12	carried also code "58" red, with 'VVS Rossii' titles; l/n feb15
---	RF-94223	Tu-22M3	Russian Air Force	ph.	may13	carried also code "46" red; with 'VVS Rossii' titles; l/n feb16
---	RF-94228	Tu-22M3	Russian Air Force	Bly	2011	with 'VVS Rossii' titles
---	RF-94231	Tu-22M3	Russian Air Force	ph.	dec12	carried also code "25" red
---	RF-94233	Tu-22M3	Russian Air Force	ph.	juil11	carried also code "20" red; with 'VVS Rossii' titles, but faded Red Stars; l/n Byelaya jul16
---	RF-94234	Tu-22M3	Russian Air Force	OVB	12sep16	carried also code "34" red; with 'VVS Rossii' titles, l/n OVB 18sep16
---	RF-94235	Tu-22M3	Russian Air Force	ph.	aug13	carried also code "29" red; with 'VVS Rossii' titles, but faded Red Stars; l/n 24oct13
---	RF-94237	Tu-22M3	Russian Air Force	ph.	apr16	carried also code "27" red on the wheel door only
---	RF-94239	Tu-22M3-R	Russian Air Force	ph.	aug11	carried code "02" red still on the nose wheel door, but no longer on the fin; with 'VVS Rossii' titles but still with (faded) Red Stars; l/n Engels may16
---	RF-94264	Tu-22M3	Russian Air Force	Rzd	20dec16	with 'VVS Rossii' titles and Red Star, carried also code "01" red

---	RF-94265	Tu-22M3	Russian Air Force	Kzp	09aug14	with 'VVS Rossii' titles and faded Red Star; l/n Ryazan-Dyagilevo 2016, carried also code "38" red
---	RF-94266	Tu-22M3	Russian Air Force	ph.	dec12	carried also code "35" red; l/n Kazan-Borisoglebskoye 09aug14
---	RF-95948	Tu-22M3	Russian Air Force	Akc	24may14	carried also code "33" red
---	RF-95955	Tu-22M3	Russian Air Force	ZIA	12aug12	in flypast; carried also code "44" red with 'VVS Rossii' titles; opb 6950 AvB at Shaikovka; l/n Kubinka 13sep16
---	RF-95956	Tu-22M3	Russian Air Force	ZIA	12aug12	in flypast; carried also code "22" red with 'VVS Rossii' titles; opb 6950 AvB at Shaikovka; l/n Soltsy 22jul14
---	"01" red	Tu-22M3	Russian Air Force	Rzd	29jun02	l/n Ryazan-Dyagilevo apr11; see RF-94264
---	"02" red	Tu-22M3	Russian Air Force	ph.	20may09	l/n Byelaya sep10 and nov11
---	"02" red	Tu-22M3	Russian Navy	ph.	16apr07	at Mongokhto
---	"04" red	Tu-22M3	Russian Navy	no	reports	opb 5gv.mrap at Vesolyoye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97
---	"05" red	Tu-22M3	Russian Navy	no	reports	opb 5gv.mrap at Vesolyoye (Crimea); broken up at Vesolyoye apr97; see c/n 2463849
---	"06" red	Tu-22M3	Soviet Navy	no	reports	opb 5gv.mrap at Vesolyoye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97
---	"06" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"10" red	Tu-22M3	Russian Air Force	Rzd	18aug05	
---	"11" red	Tu-22M3	Russian Air Force	Rzd	29jun02	l/n Ryazan-Dyagilevo 18aug05; photo Ryazan-Dyagilevo jun12
---	"11" red	Tu-22M3-R	Russian Air Force	Shk	20jun04	
---	"12" red	Tu-22M3	Russian Air Force	Rzd	29jun02	initially without titles and with Red Stars, l/n as such Ryazan-Dyagilevo 18aug05; seen with 'VVS Rossii' titles and Russian stars over Moscow 09may10
---	"14" red	Tu-22M3	Russian Air Force	Rzd	jun12	
---	"16" red	Tu-22M3	Russian Air Force	Bly	2011	l/n Byelaya feb12; photo Engels mar15, with 'VVS Rossii' titles on tail, the same aircraft ?
---	"17" red	Tu-22M3	Russian Air Force	Sot	jun04	
---	"17" red	Tu-22M3	Russian Air Force	Vob	18aug12	in the technical school with VVS Rossii titles
---	"19" red	Tu-22M3	Russian Air Force	Rzd	29jun02	l/n Ryazan-Dyagilevo 18aug05
---	"19" red	Tu-22M3	Russian Air Force	Vob	10dec10	l/n 18aug12 in the technical school with VVS Rossii titles
---	"20" red	Tu-22M3	Russian Air Force	Sot	jun04	opb 840 tbap; w/o 08jul04 when crashed on approach to Soltsy after a DC generator breakdown caused complete loss of electrical power, all four crew killed (they were not able to eject without electricity)
---	"20" red	Tu-22M3	Russian Air Force	Bly	2011	
---	"20" red	Tu-22M3	Russian Air Force	Eng	18aug13	named 'Pyotr Bochin' after a distinguished Soviet bomber pilot of WWII; l/n Engels 16aug14, now preserved
---	"21" red	Tu-22M3	Russian Air Force	Rzd	18aug05	
---	"21" red	Tu-22M3	Russian Air Force	Bly	feb12	
---	"22" red	Tu-22M3	Russian Air Force	Bly	14aug09	also carried "25" blue on the fin; two aircraft coded "22" red were based at the time; see c/n 4582352
---	"21" red	Tu-22M3	Russian Air Force			
---	"41" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12, probably scrapped in autumn 2012
---	"23" red	Tu-22M3	Russian Air Force	Bly	23aug14	with faded Red Star on tail
---	"23" red	Tu-22M3	Soviet Navy	no	reports	opb 5gv.mrap at Vesolyoye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97
---	"24" red	Tu-22M3	Russian Air Force		photo	feb03 at Shaikovka
---	"24" red	Tu-22M3	Russian Air Force		aug13	at Kazan-Borisoglebskoye with 'VVS Rossii' titles
---	"25" red	Tu-22M3	Russian Air Force	Rzd	29jun02	
---	"25" red	Tu-22M3	Soviet Air Force	ph.	1991	Bobruisk, Belarus
---	"25" red	Tu-22M3	Russian Air Force		2014	at Shaikovka, with 'VVS Rossii' titles
---	"27" red	Tu-22M3	Russian Air Force	Rzd	18sep10	opb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars
---	"27" red	Tu-22M3	Russian Air Force	Bly	2011	l/n Byelaya sep15
---	"27" red	Tu-22M3	Russian Navy	no	reports	opb 5gv.mrap at Vesolyoye (Crimea); broken up at Vesolyoye apr97
---	"28" red	Tu-22M3	Russian Air Force		photo	feb03 at Shaikovka
---	"28" red	Tu-22M3	Russian Air Force	MOW	09may10	with 'VVS Rossii' titles and Russian stars
---	"30" red	Tu-22M3	Soviet Air Force	ph.	1991	Bobruisk, Belarus
---	"30" red	Tu-22M3	Russian Air Force	Rzd	18aug05	
---	"30" red	Tu-22M3	Russian Air Force	Bly	sep11	
---	"31" red	Tu-22M3	Russian Air Force	Bly	sep09	l/n Byelaya jan12 and aug12; photo same aircraft ? with RF- digits covered
---	"32" red	Tu-22M3	Russian Air Force	Bly	2012	and photo again 2011
---	"33" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"33" red	Tu-22M3	Russian Air Force	Bly	24nov11	and photo 2012, very faded Red star on tail
---	"34" red	Tu-22M3	Russian Air Force	Rzd	19may16	l/n Ryazan-Dyagilevo dec16
---	"35" red	Tu-22M3	Russian Air Force	Akc	27jul97	
---	"36" red	Tu-22M3	Russian Air Force	ph.	2012	with 'VVS Rossii' titles
---	"37" red	Tu-22M3	Russian Air Force	Bly	2011	
---	"37" red	Tu-22M3	Russian Air Force	Rzd	apr11	see RF-94145 c/n 32114523
---	"40" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"41" red	Tu-22M	Russian Air Force	VVO	19apr97	derelict
---	"42" red	Tu-22M3	Russian Navy	ph.	20aug95	opb 574 mrap at Lakhta
---	"42" blue	Tu-22M3	Russian Air Force	ph.	14sep12	at Ryazan-Dyagilevo; l/n jan13
---	"42" black	Tu-22M3	Russian Air Force	IKT	28aug07	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield until the College was closed down jan09; probably scrapped in mid-2010
---	"45" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"46" red	Tu-22M3	Russian Air Force	Rzd	2012	photo
---	"46" red	Tu-22M3	Russian Navy	ph.	19apr07	at Mongokhto
---	"49" red	Tu-22M3	Russian Navy	Osv	21aug05	
---	"50" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"52" red	Tu-22M2	Russian Air Force		jun98	and photo 21apr05 preserved at Shaikovka (N54.240048 E34.3775978); l/n sep08
---	"53" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"53" red	Tu-22M3	Russian Air Force	Bly	2012	
---	"55" red	Tu-22M3	Russian Air Force	Bly	feb12	
---	"56" red	Tu-22M3	Russian Air Force	Bly	feb12	l/n oct13
---	"57" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"58" red	Tu-22M3	Russian Air Force	Bly	sep11	code on nose wheel door; l/n Byelaya jan14
---	"60" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"60" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"60" red	Tu-22M3	Russian Air Force		photo	preserved at Ryazan-Dyagilevo 360 ARZ (N54.657481 E39.57171)
---	"64" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"66" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"68" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	not known	Tu-22M3	Russian Air Force			opb 52 tbap at Shaikovka; w/o 08aug08 on a bombing mission against Georgia when was shot down by a Georgian "Buk-M1" SAM near Gori, 3 of the 4 crew killed and 1 severely injured
---	"72" red	Tu-22M	Russian Navy	VVO	19apr97	derelict
---	"30" red	Tu-22M2	Ukraine Air Force	Mkk	30apr99	l/n Mykolayiv-Kulbakino 27may02; possibly had a different code on the nose wheel door

Tupolev Tu-95, Tu-96 and Tu-116

The Tu-95 is a strategic bomber with four giant NK-12 turboprop engines designed as a counterweight to the B-36 and B-52 bombers of the USAF. The first prototype made its first flight on 12 November 1952, and state trials were completed in August 1956. Series production started in 1955 at the Factory No. 18 at Kuibyshev (now Samara).

The Tu-95 replaced at first the Tu-4 and later also the M-4 and 3M in the long-range bombardment regiments. The newest version Tu-95MS is still in service today. Apart from its role as a bomber, the Tu-95 was used as a reconnaissance aircraft and a test-bed as well. The Tu-95 also served as the basis for the development of the Tu-114 airliner, the Tu-126 AWACS and the Tu-142 maritime patrol aircraft. We have included the Tu-95 as we can give a complete list of the early versions.

The Tu-116 was a VIP transport version of the strategic bomber Tu-95. It was developed for the Soviet leader Nikita Khrushchov who wanted to fly in a Soviet aircraft to New York to address the United Nation's General Assembly. As the Tu-114 was still under development in the mid 1950s, it was decided to derive a passenger version from the Tu-95 which had the necessary range. The Tu-116 was presented to the Soviet public under the designation Tu-114D (the real Tu-114D was the long-haul version of the Tu-114) in July 1958. In the event, Khrushchov flew to New York on the prototype of the Tu-114 in September 1959, thereby rendering the Tu-116 unnecessary. So both aircraft were handed over to long-range aviation regiments of the Soviet Air Force where they served as VIP transports until the spring of 1991. These two Tu-95s were converted on the assembly line to Tu-116 VIP transports for long distances. These aircraft retained the standard bomber fuselage to reduce weight and increase fuel capacity. The rear fuselage had a pressurised cabin, seating up to 24 passengers. Both have Tu-95 c/ns. The first flight took place on 23 April 1957, and state trials started in March 1958. However, the Tu-116 was not considered to be safe enough for Soviet leaders Khrushchov and Bulganin because of technical problems, and so it ended up in normal Air Force service. Instead the Tu-114 took over the task of VIP transport.

The sole Tu-96 high-altitude bomber (based on the Tu-95) built seemed to carry the c/n (?) 5836 and was coded "73". It was built by Factory No. 18 and completed in summer 1955, but the first flight took place only in 1956 because there were problems with the new TV-16 engines that could not be solved. The Tu-96 was used as a test-bed until the late 1950s.

Units mentioned below are the unit the aircraft was with in the mid 1980s.

The toc dates mentioned are the dates the aircraft was accepted by the Soviet Air Force.

3 Tu-95 prototypes built by Factory No. 156 at Moscow-Lefortovo from 1952 to 1955

Tu-95/1	not known	Tu-95	Tupolev OKB	f/f	12nov52	from Zhukovski; first prototype, with four 2TPV-2F engines; construction started oct51; in Soviet Air Force c/s; w/o 11may53 on its 17th flight when crashed near Noginsk
---	--	Tu-95	Tupolev OKB			static test airframe; construction started oct51
Tu-95/2	not known	Tu-95	Tupolev OKB	f/f	16feb55	second prototype for flight tests, had already the new NK-12 engines; completed jul54; in Soviet Air Force c/s; converted by Factory No. 18 in 1957/58 to, see next line
	not known	Tu-95LL	Tupolev OKB			test-bed for jet engines; wfu in the early 1970s, its role as a test-bed was then taken over by the first prototype of the Tu-142 (c/n 4200)

Tu-95, Tu-95M, Tu-95K and Tu-116 built at Factory # 18 at Kuibyshev-Bezymyanka.

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

4 8 000001	not known	Tu-95	Soviet Air Force			converted to Tu-95K prototype 01mar/31oct55 and f/f as such 01jan56; as Tu-95K toc 23jun56; opb 409 tbap at Uzin; opb 4 VAUSh at Chelyabinsk-Shagol in 1980s
4 8 000002	not known	Tu-95	Soviet Air Force			converted to Tu-95K prototype toc 18feb56 and f/f summer 1956; an aircraft toc 31jul56 by 1023 tbap at Semipalatinsk is most probably this aircraft
4 8 000003	not known	Tu-95	Soviet Air Force	toc	31aug55	crashed 25aug65
5 8 001 01	no code "45"	Tu-95 Tu-95N	Soviet Air Force Soviet Air Force	toc	31aug55 photo	received NK-12M engines in 1956; converted by Factory # 18 in 1957/58 to, see next line carrier aircraft for the Tsybin RS bomber project (cancelled later); later used as test-bed at Zhukovski; t/t 369 hours 34 min; "4807" painted on fin (photo exists with large "45" and small "4807"); preserved in the Russian Air Force museum at Monino (N55.832808 E38.184764) since 17jun59?; f/n 1960s, without code, l/n jan17
5 8 001 02	not known	Tu-95	Soviet Air Force	toc	30dec55	opb 409 tbap at Uzin
5 8 001 03	not known	Tu-95	Soviet Air Force	toc	29feb56	opb 1023 tbap at Semipalatinsk
5 8 001 04	not known	Tu-95	Soviet Air Force	toc	31mar56	opb 409 tbap at Uzin
5 8 001 05	not known	Tu-95	Soviet Air Force	toc	13apr56	opb 409 tbap at Uzin
5 8 002 01	not known	Tu-95	Soviet Air Force	toc	28mar56	opb 409 tbap at Uzin
5 8 002 02	not known	Tu-95	Soviet Air Force	toc	31apr56	opb 1023 tbap at Semipalatinsk
5 8 002 03	not known	Tu-95	Soviet Air Force	toc	16apr56	opb 1023 tbap at Semipalatinsk
5 8 002 04	not known	Tu-95	Soviet Air Force	toc	apr56	opb 1023 tbap at Semipalatinsk
5 8 002 05	not known	Tu-95	Soviet Air Force	toc	31apr56	opb 1023 tbap at Semipalatinsk; crashed 05oct76
5 8 003 01	not known	Tu-95	Soviet Air Force	toc	31mar56	opb 1023 tbap at Semipalatinsk
5 8 003 02	not known	Tu-95 Tu-95V	Soviet Air Force Soviet Air Force	toc	23feb56	opb 1023 tbap at Semipalatinsk; converted by OKB-156 at Zhukovski may/sep56 to, see next line special version for dropping the nuclear 'super bomb' (painted all-white for this); underwent trials until 1959; trf to 409 tbap at Uzin in 1959, used for training; ferried to Olenya sep61, accompanied the nuclear bomb carriers during the tests 20sep61 & 02oct61 and dropped a nuclear bomb 06oct61; eventually dropped the 50 megatonne nuclear bomb AN602 over Novaya Zemlya 30oct61; is reported in some sources to have carried the fuselage of the Tu-144S dynamic test airframe line # 053 to Novosibirsk in the 1970s, but that does not seem to be correct (see there); opb 1023 tbap at Semipalatinsk until the mid-1980s; scrapped
5 8 003 03	not known	Tu-95	Soviet Air Force	toc	apr56	static test airframe
6 8 003 04	not known	Tu-95	Soviet Air Force	toc	25apr56	opb 1023 tbap at Semipalatinsk
6 8 003 05	not known	Tu-95	Soviet Air Force	toc	may56	crashed 20sep59
6 8 003 06	not known	Tu-95	Soviet Air Force	toc	05jul56	opb 1023 tbap at Semipalatinsk; crashed 05oct76
6 8 003 07	not known	Tu-95	Soviet Air Force	toc	30sep56	opb 1023 tbap at Semipalatinsk
6 8 003 08	not known	Tu-95	Soviet Air Force	toc	30sep56	opb 1023 tbap at Semipalatinsk
6 8 003 09	not known	Tu-95	Soviet Air Force	toc	30dec56	opb 1023 tbap at Semipalatinsk
6 8 003 10	not known	Tu-95	Soviet Air Force	toc	nov56	crashed 16mar57 (according to other sources 24nov56 or 24dec56) at Engels because of engine failure
6 8 004 01	not known	Tu-95	Soviet Air Force	toc	30nov56	opb 409 tbap at Uzin
6 8 004 02	7801 CCCP-76462	Tu-116 Tu-116	Soviet Air Force Soviet AF/AF/c/s	f/f PRG	23apr57 1958	toc 31may57; opb 1023 tbap at Semipalatinsk; underwent factory trials until 04oct57 opb 1023 tbap at Semipalatinsk; seen Gross Dölln (Templin) 16nov72; wfu in 1989; preserved in Museum of Civil Aviation at Ulyanovsk (N54.290885 E48.234015) since 1989, f/n 31aug93, l/n aug15
6 8 004 03	not known	Tu-95	Soviet Air Force	toc	30apr57	opb 409 tbap at Uzin
6 8 004 04	not known	Tu-95K	Soviet Air Force	mfd	oct56	opb 1006 tbap at Uzin; converted to Tu-95KD
7 8 004 05	not known	Tu-95	Soviet Air Force	toc	30apr57	opb 1023 tbap at Semipalatinsk
7 8 004 06	not known	Tu-95	Soviet Air Force	toc	31may57	opb 1023 tbap at Semipalatinsk
7 8 004 07	not known	Tu-95M	Soviet Air Force	toc	31oct57	opb 409 tbap at Uzin
7 8 004 08	not known	Tu-95M Tu-95LAL	Soviet Air Force Soviet Air Force	toc	sep57	converted in 1959/61 to, see next line flying laboratory with a nuclear reactor on board; made 34 flights may/aug61 until the programme was stopped; stored on an airfield near Semipalatinsk for several years; to Irkutsk technical school for use as ground instructional airframe in early 1970s; scrapped in the late 1980s
7 8 004 09	7802 CCCP-76463	Tu-116 Tu-116	Soviet Air Force Soviet AF/AF/c/s	f/f rgd	03jun57 1958	toc sep57; opb 409 tbap at Uzin; started state trials mar58 completed state trials 25jul58; opb 409 tbap at Uzin; wfu apr91; scrapped at Uzin
7 8 004 10	not known	Tu-95M	Soviet Air Force	toc	31dec57	used for check trials in 1958; opb 409 tbap at Uzin; converted by Factory # 18 to, see next line
	not known	Tu-95MR-2	Soviet Air Force	f/f	12nov64	converted by an ARZ in the late 1980s to, see next line
	"68" red	Tu-95U	Soviet Air Force	ULY	09sep92	based possibly at Ryazan; scrapped at Ulyanovsk 1992
7 8 005 01	not known	Tu-95M	Soviet Air Force	toc	31dec57	opb 1023 tbap at Semipalatinsk; converted in the mid-1960s to, see next line
	not known	Tu-95MR-2	Soviet Air Force			converted by an ARZ in the late 1980s to, see next line
	not known	Tu-95U	Soviet Air Force			based possibly at Ryazan; wfu in early 1990s
7 8 005 02	not known	Tu-95M	Soviet Air Force	toc	30apr58	opb 1023 tbap at Semipalatinsk; converted in the mid-1960s to, see next line
	not known	Tu-95MR-2	Soviet Air Force			converted by an ARZ in the late 1980s to, see next line
	not known	Tu-95U	Soviet Air Force			based possibly at Ryazan; wfu in early 1990s
7 8 005 03	not known	Tu-95M	Soviet Air Force	toc	28feb58	opb 409 tbap at Uzin
	"51" red	Tu-95M	Ukraine Air Force	Uzn	22may04	preserved at Uzyn, seen may04/apr16
7 8 005 04	not known	Tu-95M	Soviet Air Force	toc	dec58	crashed 25aug65
7 8 005 05	not known	Tu-95M	Soviet Air Force	toc	21may58	opb 409 tbap at Uzin
7 8 005 06	not known	Tu-95M	Soviet Air Force	toc	06feb58	opb 409 tbap at Uzin; converted in the mid-1960s to, see next line
	not known	Tu-95MR	Soviet Air Force			without aerial refuelling rod; converted by an ARZ in the late 1980s to, see next line
	not known	Tu-95U	Soviet Air Force			based possibly at Ryazan; wfu in early 1990s
7 8 005 07	not known	Tu-95M	Soviet Air Force	toc	31may58	opb 409 tbap at Uzin
8 8 005 08	not known	Tu-95M	Soviet Air Force	toc	30jul58	opb 1023 tbap at Semipalatinsk
8 8 005 09	not known	Tu-95M	Soviet Air Force	toc	apr58	opb 409 tbap at Uzin
8 8 005 10	not known	Tu-95M	Soviet Air Force	toc	may58	opb 409 tbap at Uzin; converted to the first Tu-95RTs in 1961/1962; first flight as such 21sep62
8 8 006 01	not known	Tu-95M	Soviet Air Force	toc	jun58	opb 409 tbap at Uzin; converted to Tu-95M-5 (with two K5R-5 cruise missiles) by Factory # 18 oct73/oct76, made 32 flights (32 hours) as such until the programme was stopped in may77; converted to Tu-95M-55 (with six Kh-55 cruise missiles) at Zhukovski jul77/jul78, f/f as such 31jul78; crashed 28jan82 on take-off from Zhukovski because of icing; t/t as a Tu-95M-55 656 hours and 106 cycles
8 8 006 02	not known	Tu-95M	Soviet Air Force	toc	17jun58	opb 1023 tbap at Semipalatinsk
8 8 006 03	not known	Tu-95M	Soviet Air Force	toc	01sep58	opb 409 tbap at Uzin
8 8 006 04	not known	Tu-95M	Soviet Air Force	toc	30sep58	opb 409 tbap at Uzin
8 8 006 05	"57" red	Tu-95M	Soviet Air Force	toc	31dec58	opb 409 tbap at Uzin; photo in the book 'Soviet Strategic Aviation in the Cold War'
8 8 020 04	not known	Tu-95K	Soviet Air Force	toc	aug59	first series production Tu-95K, completed already mar58; crashed 05jan63
8 8 020 05	not known	Tu-95K	Soviet Air Force	toc	31jul59	opb 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22
8 8 020 06	not known	Tu-95K	Soviet Air Force	toc	31jul59	opb 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22
9 8 020 07	not known	Tu-95K	Soviet Air Force	toc	30sep59	opb 1006 tbap at Uzin
9 8 020 08	not known	Tu-95K	Soviet Air Force	toc	31aug59	opb 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22; photo exists taken in 1974
9 8 020 09	not known	Tu-95K	Soviet Air Force	toc	30jan60	opb 182 tbap at Mozdok
9 8 020 10	not known	Tu-95K	Soviet Air Force	toc	jul60	crashed 26aug77
9 8 021 01	not known	Tu-95K	Soviet Air Force	toc	31aug59	opb 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22
9 8 021 02	not known	Tu-95K	Soviet Air Force	toc	30sep59	opb 182 tbap at Mozdok
9 8 021 03	not known	Tu-95K	Soviet Air Force	toc	26sep59	opb 1006 tbap at Uzin; converted to Tu-95KD by Factory # 18 may61, f/f as such 05jul61; later converted to Tu-95KM, and again later to Tu-95K-22
9 8 021 04	not known	Tu-95K	Soviet Air Force	toc	30sep59	opb 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22
9 8 021 05	not known	Tu-95K	Soviet Air Force	toc	31oct59	opb 182 tbap at Mozdok
9 8 021 06	not known	Tu-95K	Soviet Air Force	toc	31oct59	opb 182 tbap at Mozdok
9 8 021 07	not known	Tu-95K	Soviet Air Force	toc	31oct59	1006 tbap Uzin; converted to Tu-95KD, than -KM, later -K-22
9 8 021 08	not known	Tu-95K	Soviet Air Force	toc	30nov59	opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22
9 8 021 09	not known	Tu-95K	Soviet Air Force	toc	30dec59	opb 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22
9 8 021 10	not known	Tu-95K	Soviet Air Force	toc	30dec59	opb 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22
9 8 022 01	not known	Tu-95K	Soviet Air Force	toc	31dec59	opb 1006 tbap at Uzin
9 8 022 02	not known	Tu-95K	Soviet Air Force	toc	31dec59	opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22
9 8 022 03	not known	Tu-95K	Soviet Air Force	toc	30jan60	opb 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22
22 04	not known	Tu-95K	Soviet Air Force	toc	1960	static test airframe
22 05	not known	Tu-95K	Soviet Air Force	toc	29feb60	opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22
60 8 022 06	not known	Tu-95K	Soviet Air Force	toc	31mar60	opb 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22
60 8 022 07	not known	Tu-95K	Soviet Air Force	toc	08mar60	opb 182 tbap at Mozdok; converted to Tu-95KD, than the first -KM, later -K-22
60 8 022 08	not known	Tu-95K	Soviet Air Force	toc	24oct60	opb 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22
60 8 022 09	not known	Tu-95K	Soviet Air Force	toc	30sep60	crashed 24dec87 when three of four engines failed in flight, during forced landing on a ploughed field, the airplane was destroyed
60 8 022 10	not known	Tu-95K	Soviet Air Force	toc	31oct60	opb 182 tbap at Mozdok
60 8 023 01	not known	Tu-95K	Soviet Air Force	toc	30sep60	crashed 26aug77
60 8 023 02	not known	Tu-95K	Soviet Air Force			not in listing, not built ?
60 8 023 03	not known	Tu-95K	Soviet Air Force	toc	30sep60	opb 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22

60 8 023 04	not known	Tu-95K	Soviet Air Force	toc	30oct60	opb 182 tbap at Mozdok
60 8 023 05	not known	Tu-95K	Soviet Air Force	toc	18nov60	opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22
60 8 023 06	not known	Tu-95K	Soviet Air Force	toc	12dec60	opb 182 tbap at Mozdok
60 8 023 07	not known	Tu-95K	Soviet Air Force	toc	12dec60	opb 182 tbap at Mozdok
	"35" red	Tu-95K	Soviet Air Force	Rzd	28jun02	preserved in base museum at Ryazan-Dyagilevo (N54.651443 E39.584802), l/n aug15
60 8 023 08	not known	Tu-95K	Soviet Air Force	toc	dec60	opb 1226 tbap at Semipalatinsk
60 8 023 09	not known	Tu-95K	Soviet Air Force	toc	30nov60	opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22
60 8 023 10	not known	Tu-95K	Soviet Air Force	toc	30nov60	opb 1226 tbap at Semipalatinsk
60 8 024 01	not known	Tu-95K	Soviet Air Force	toc	30nov60	opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22
61 8 024 02	not known	Tu-95K	Soviet Air Force	toc	31may61	opb 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22
61 8 024 03	not known	Tu-95K	Soviet Air Force	toc	31may61	opb 1006 tbap at Uzin; converted to
61 8 024 04	not known	Tu-95K	Soviet Air Force	toc	31may61	opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22
61 8 024 05	not known	Tu-95K	Soviet Air Force	toc	30jun61	opb 1006 tbap at Uzin
	"36" red	Tu-95K	Soviet Air Force	ULY	09sep92	scrapped at Ulyanovsk 1992
61 8 024 06	not known	Tu-95K	Soviet Air Force	toc	30sep61	opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22
61 8 024 07	not known	Tu-95K	Soviet Air Force	toc	30sep61	opb 1226 tbap at Semipalatinsk
61 8 024 08	not known	Tu-95K	Soviet Air Force	toc	30sep61	opb 1226 tbap at Semipalatinsk
61 8 024 09	not known	Tu-95K	Soviet Air Force	toc	31oct61	opb 1226 tbap at Semipalatinsk
61 8 024 10	not known	Tu-95K	Soviet Air Force	toc	30nov61	opb 1006 tbap at Uzin
61 8 025 01	not known	Tu-95K	Soviet Air Force	toc	dec61	opb 1226 tbap at Semipalatinsk
---	"05" red	Tu-95K	Soviet Air Force	ph.	jul98	at Bila Tserkva, wfu

Tu-95KD built at Factory # 18 at Samara-Bezymyanka, formerly named Kuibyshev.

The c/n gives the year of manufacture, factory code (M for factory 18 for aircraft), the type (5 for Tu-95), the batch number and the number in the batch

62 M5 25 02	not known	Tu-95KM	Soviet Air Force	toc	1962	opb 1226 tbap at Semipalatinsk; first series production Tu-95KM; converted to Tu-95K-22
62 M5 25 03	not known	Tu-95KM	Soviet Air Force	toc	30nov62	opb 1226 tbap at Semipalatinsk; converted to, see next line
	"02" red	Tu-95K-22	Soviet Air Force			came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); seen may98; scrapped at Bila Tserkva 07dec00
62 M5 25 04	not known	Tu-95KM	Soviet Air Force	toc	30jun62	opb 1006 tbap at Uzin; converted to Tu-95K-22
62 M5 25 05	not known	Tu-95KM	Soviet Air Force	toc	30nov62	opb 1226 tbap at Semipalatinsk; converted to Tu-95K-22
	"02" red	Tu-95K-22	Soviet Air Force			photo
62 M5 25 06	not known	Tu-95KM	Soviet Air Force	toc	26jun62	opb 1006 tbap at Uzin; converted to Tu-95K-22
62 M5 25 07	not known	Tu-95KM	Soviet Air Force	toc	24apr62	opb 1226 tbap at Semipalatinsk; converted to Tu-95K-22
62 M5 25 08	not known	Tu-95KM	Soviet Air Force	toc	31aug62	opb 1006 tbap at Uzin; converted to Tu-95K-22
62 M5 25 09	not known	Tu-95KM	Soviet Air Force	toc	29sep62	opb 1226 tbap at Semipalatinsk; converted to Tu-95K-22
62 M5 25 10	not known	Tu-95KM	Soviet Air Force	toc	30dec62	opb 1006 tbap at Uzin; converted to Tu-95K-22
62 M5 26 01	not known	Tu-95KM	Soviet Air Force	toc	30nov62	opb 1226 tbap at Semipalatinsk; converted to Tu-95K-22
63 M5 26 02	not known	Tu-95KM	Soviet Air Force	toc	28feb63	opb 1226 tbap at Semipalatinsk; converted to, see next line
	"05" red	Tu-95K-22	Soviet Air Force			came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); seen may98; scrapped at Bila Tserkva 08dec00
63 M5 26 03	not known	Tu-95KM	Soviet Air Force	toc	31mar63	opb 182 tbap at Mozdok; converted to Tu-95K-22
63 M5 26 04	not known	Tu-95KM	Soviet Air Force	toc	30apr63	opb 182 tbap at Mozdok; converted to Tu-95K-22
63 M5 26 05	not known	Tu-95KM	Soviet Air Force	toc	29jun63	opb 182 tbap at Mozdok; converted to Tu-95K-22
63 M5 26 06	not known	Tu-95KM	Soviet Air Force	toc	31aug63	opb 1006 tbap at Uzin; converted to Tu-95K-22
63 M5 26 07	not known	Tu-95KM	Soviet Air Force	toc	1963	used for tests of cruise missiles; later converted to carrier aircraft for the Mikoyan 105.11 lifting body (8 droppings between 27nov77 and 04sep78 at the GNIKI VVS at Vladimirovka); scrapped
63 M5 26 08	not known	Tu-95KM	Soviet Air Force	toc	30dec63	opb 1006 tbap at Uzin; converted to the first Tu-95K-22 by Factory # 18 starting may74, f/f as such 30oct75
63 M5 26 09	not known	Tu-95KM	Soviet Air Force	toc	30dec63	opb 182 tbap at Mozdok; converted to Tu-95K-22
63 M5 26 10	not known	Tu-95KM	Soviet Air Force	toc	20oct64	opb 182 tbap at Mozdok; converted to Tu-95K-22
	"53" red	Tu-95K-22	Soviet Air Force	Eng	aug03	seen preserved in base museum at Engels (N51.474499 E46.189459); l/n aug14
64 M5 27 01	not known	Tu-95KM	Soviet Air Force	toc	25nov64	opb 1006 tbap at Uzin; converted to Tu-95K-22
64 M5 27 02	not known	Tu-95KM	Soviet Air Force	toc	30dec64	opb 1226 tbap at Semipalatinsk; converted to Tu-95K-22
64 M5 27 03	not known	Tu-95KM	Soviet Air Force	toc	28sep65	opb 182 tbap at Mozdok; converted to Tu-95K-22
64 M5 27 04	not known	Tu-95KM	Soviet Air Force	toc	02jul65	opb 182 tbap at Mozdok; converted to Tu-95K-22

Tu-95RTs built at Factory # 18 at Samara-Bezymyanka, formerly named Kuibyshev.

The c/n gives the year of manufacture, factory code (M for factory 18 for aircraft), the type (RTs for Tu-95RTs), the batch number and the number in the batch.

---	not known	Tu-95RTs	OKB Tupoleva	toc	05nov64	underwent trials with NII
	"06" black	Tu-95RTs	Soviet Navy			opb 392 odrap at Severomorsk-1; was the first Tu-95RTs of the unit; was low on hours when transferred and hence was used as a ground trainer only; made its only flight while on strength of 392 odrap (and at the same time its last flight ever) when the unit relocated from Severomorsk-1 to Fedotovo-Kipelovo in summer 1965; disassembled and transported by a barge from Sheksna to Vyborg; used as a ground instructional airframe by ShMAS VMF at Vyborg
63 MRTs 001	"01" black	Tu-95RTs	Soviet Navy	toc	late 64	code not confirmed (either "01", "02" or "03", but "01" looks most logical); opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
63 MRTs 002	"30" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 3 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
	"02" black	Tu-95RTs	Soviet Navy	toc	late 64	code not confirmed (either "01", "02" or "03", but "02" looks most logical); opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
63 MRTs 003	"20" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 2 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
	"03" black	Tu-95RTs	Soviet Navy	toc	late 64	code not confirmed (either "01", "02" or "03", but "03" looks most logical); opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
	not known	Tu-95RTs	Soviet Navy	r/r	1969	opb 392 odrap at Fedotovo-Kipelovo; w/o 03sep71 when the commander of the regiment (COL Ivan Gladkov) wanted to land at his home base at night in fog although he had been ordered to divert to a reserve airfield, the aircraft crashed 200 metres from Kochergino village (1 km from the northern runway threshold), all 11 crew killed
64 MRTs 101	"0." black	Tu-95RTs	Soviet Navy	toc	1965	opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
	"21" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 2 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
64 MRTs 102	"0." black	Tu-95RTs	Soviet Navy	toc	1965	equipped for KAS-90; opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
	"39" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 3 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
64 MRTs 103	"0." black	Tu-95RTs	Soviet Navy	toc	1965	opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
	"32" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 3 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
64 MRTs 104	"0." black	Tu-95RTs	Soviet Navy	toc	1965	opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
	"22" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 2 ae 392 odrap at Fedotovo-Kipelovo; photo at Luanda in the late 1970s; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 105	not known	Tu-95RTs	Soviet Navy	toc	apr65	opb 304 odrap VMF at Khorol
65 MRTs 106	not known	Tu-95RTs	Soviet Navy	toc	apr65	crashed 10apr78
65 MRTs 107	"25" black	Tu-95RTs	Soviet Navy	toc	1965	opb 2 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 201	"14" black	Tu-95RTs	Soviet Navy	toc	1965	opb 1 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 202	"13" black	Tu-95RTs	Soviet Navy	toc	1965	opb 392 odrap at Fedotovo-Kipelovo
	"34" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 3 ae 392 odrap at Fedotovo-Kipelovo; photo at Fedotovo-Kipelovo in 1983; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 203	"23" black	Tu-95RTs	Soviet Navy	toc	sep65	opb 2 ae 392 odrap at Fedotovo-Kipelovo; photo at Luanda in the late 1970s; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 204	not known	Tu-95RTs	Soviet Navy	toc	oct65	crashed 20jul67
65 MRTs 205	not known	Tu-95RTs	Soviet Navy	toc	nov65	opb 304 odrap VMF at Khorol
65 MRTs 206	not known	Tu-95RTs	Soviet Navy	toc	1965	opb 304 odrap VMF at Khorol
65 MRTs 207	not known	Tu-95RTs	Soviet Navy	toc	1965	opb 304 odrap VMF at Khorol
66 MRTs 208	not known	Tu-95RTs	Soviet Navy	toc	feb66	opb 304 odrap VMF at Khorol
66 MRTs 209	"11" black(1)	Tu-95RTs	Soviet Navy	toc	apr66	opb 392 odrap at Fedotovo-Kipelovo; damaged during aerial refuelling training near Engels jun68 when the hose of the tanker broke and the conus damaged the propellers of # 3 engine, the crew managed to land safely at Engels
	"15" black(2)	Tu-95RTs	Soviet Navy	r/r	1969	opb 1 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993
66 MRTs 210	"26" black	Tu-95RTs	Soviet Navy	toc	apr66	opb 2 ae 392 odrap at Fedotovo-Kipelovo; made the last flight of a Tu-95RTs of 392 odrap 01jun93 (from Ostrov); scrapped at Ostrov in the early 1990s
66 MRTs 301	not known	Tu-95RTs	Soviet Navy	toc	may66	opb 304 odrap VMF at Khorol
66 MRTs 302	not known	Tu-95RTs	Soviet Navy	toc	jun66	opb 304 odrap VMF at Khorol
66 MRTs 303	not known	Tu-95RTs	Soviet Navy	toc	jul66	opb 304 odrap VMF at Khorol
66 MRTs 304	"37" black	Tu-95RTs	Soviet Navy	toc	aug66	opb 3 ae 392 odrap at Fedotovo-Kipelovo; crashed 04aug76 (commander: A.I. Krasnoselskikh)
66 MRTs 305	"10" black	Tu-95RTs	Soviet Navy	toc	sep66	opb 1 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
66 MRTs 306	"11" black(2)	Tu-95RTs	Soviet Navy	toc	nov66	opb 1 ae 392 odrap at Fedotovo-Kipelovo; photo at Luanda in the late 1970s; scrapped at Fedotovo-Kipelovo in the early 1990s
66 MRTs 307	"12" black	Tu-95RTs	Soviet Navy	toc	dec66	opb 1 ae 392 odrap at Fedotovo-Kipelovo; severely damaged in an accident 15apr85 and scrapped at Fedotovo-Kipelovo afterwards
67 MRTs 308	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
	309	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
67 MRTs 310	"33" black	Tu-95RTs	Soviet Navy	toc	1967	opb 3 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s

67 MRTs 401	"31" black(1)	Tu-95RTs	Soviet Navy	toc	1967	opb 3 ae 392 odrap at Fedotovo-Kipelovo; w/o on a patrol flight from Kipelovo 15Jan71 when an engine caught fire, 7 minutes after the report that the fire had been extinguished the aircraft went out of control and crashed into the Barents Sea near Bear Island, all 12 crew killed, possibly a propeller blade had come off and punctured the fuselage, leading to sudden decompression
67 MRTs 402	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
67 MRTs 403	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
67 MRTs 404	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
67 MRTs 405	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
67 MRTs 406	"35" black	Tu-95RTs	Soviet Navy	toc	1967	opb 3 ae 392 odrap at Fedotovo-Kipelovo; photo off the Virginian coast 26Jan82; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
67 MRTs 407	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
68 MRTs 408	"28" black	Tu-95RTs	Soviet Navy	toc	1968	opb 2 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
68 MRTs 409	"17" black	Tu-95RTs	Soviet Navy	toc	1968	opb 1 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
68 MRTs 410	not known	Tu-95RTs	Soviet Navy	toc	1968	opb 304 odrap VMF at Khorol
68 MRTs 501	not known	Tu-95RTs	Soviet Navy	toc	1968	opb 304 odrap VMF at Khorol
68 MRTs 502	not known	Tu-95RTs	Soviet Navy	toc	1968	opb 304 odrap VMF at Khorol
68 MRTs 503	not known	Tu-95RTs	Soviet Navy	toc	1968	opb 304 odrap VMF at Khorol
68 MRTs 504	"36" black	Tu-95RTs	Soviet Navy	toc	1968	opb 3 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
68 MRTs 505	not known	Tu-95RTs	Soviet Navy	toc	1968	opb 392 odrap VMF at Kipelovo
68 MRTs 506	"24" black	Tu-95RTs	Soviet Navy	toc	1968	opb 2 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; l/n Ostrov sep93; scrapped at Ostrov in the early 1990s
68 MRTs 507	"18" black	Tu-95RTs	Soviet Navy	toc	1968	opb 1 ae 392 odrap at Fedotovo-Kipelovo; photo at Ostrov in 1991; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
69 MRTs 508	not known	Tu-95RTs	Soviet Navy	toc	1969	opb 304 odrap VMF at Khorol
69 MRTs 509	not known	Tu-95RTs	Soviet Navy	toc	1969	opb 304 odrap VMF at Khorol
69 MRTs 510	not known	Tu-95RTs	Soviet Navy	toc	1969	opb 304 odrap VMF at Khorol
69 MRTs 601	"38" black	Tu-95RTs	Soviet Navy	toc	1969	opb 3 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
69 MRTs 602	"19" black	Tu-95RTs	Soviet Navy	toc	1969	opb 1 ae 392 odrap at Fedotovo-Kipelovo; the last Tu-95RTs delivered to 392 odrap; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s

Aircraft with unknown c/ns include

---	"15" black(1)	Tu-95RTs	Soviet Navy	no	reports	converted from a Tu-95M, did not have aerial refuelling equipment; opb 392 odrap at Fedotovo-Kipelovo
---	"16" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 1 ae 392 odrap at Fedotovo-Kipelovo; trf to Nikolayev
---	"27" black	Tu-95RTs	Soviet Navy	no	reports	opb 2 ae 392 odrap at Fedotovo-Kipelovo; crashed 25Jan84 (commander: MAJ V.K. Vymyatkin)
---	"31" black(2)	Tu-95RTs	Soviet Navy	no	reports	with longer tail and SPS-100A "Rezeda-A" jammer; opb 3 ae 392 odrap at Fedotovo-Kipelovo; trf to Nikolayev

Post 1969 Tu-95MS production

The Tu-95 re-entered production in 1981 as the Tu-95MS. This modified version based on the Tu-142 (!) was capable to carry either 6 (Tu-95MS-6) or 16 (Tu-95MS-16) Kh-55 cruise missiles. Initial production was at factory # 86 at Taganrog, but in late 1982/early 1983 it was transferred to Kuibyshev again, where it continued until 1992 (the production line was scrapped in 1995).

Both factories built 31 Tu-95MS-6s and 57 Tu-95MS-16s. The c/ns seems to end with the famous five-digit computer numbers. Known deliveries are as follows, 20 delivered in 1982-83 to 1023 tbap, 20 delivered in 1984-85 to 1226 tbap, 20 delivered in 1986-87 to 1006 tbap, 18 of a planned 25 delivered in 1987-90 to 182 tbap and 5 more delivered in 1989-90 to 1006 tbap. The 1006 tbap aircraft were transferred to the Ukraine Air Force in 1992. For c/ns starting with a # (100): The meaning of the first three digits (100) is not known. They are followed by the type code 021 (for izdeliye VP-021) and probably by the quarter of production and the year of production. The last five digits are the famous five-digit computer numbers.

C/ns marked # apre prefixed by 1002

01	not known	Tu-95MS	Soviet Air Force			(from series production) conducted the first successful firing of a Kh-55 missile on 03sep81; it was deployed to 1023 tbap at Semipalatinsk on 17dec82
02	not known	Tu-95MS	Soviet Air Force	h/o	23oct81	deployed to Vladimirovka for the state trials on 26mar82; it was also deployed to 1023 tbap Semipalatinsk on 17dec82
03	not known	Tu-95MS	Soviet Air Force			was deployed to 1023 tbap Semipalatinsk in jan83
04	not known "004" black	Tu-95MS Tu-95MA	Soviet Air Force Soviet Air Force			converted jan83 to, see next line prototype of the version with two "Meteorit-A" cruise missiles; trials continued until 1984 when the programme was cancelled
00603	not known "21" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd Rzd	1982 29jun02	opb 43 TsBP i PLS at Ryazan-Dyagilevo; last overhaul completed 28dec12; dbr 26feb13 while taxiing at Ryazan-Dyagilevo when caught fire (probably due to a short circuit) and suffered considerable damage; seen Ryazan-Dyagilevo 08sep16, reported as wrecked
00822	not known	Tu-95MS	Russian Air Force	no	reports	last overhaul completed 07feb10 (by Tavia); converted by OAO Tupolev and Tavia to, see next line
64034200843	not known "23" red (1)	Tu-95MSM Tu-95MS	Russian Air Force Russian Air Force	no Vob	reports 31jul09	prototype of this modernised version; possibly RF-94192 c/n checked Ryazan-Dyagilevo 18aug12; opb 43 TsBP i PLS at Ryazan-Dyagilevo; named 'Tambov' since 08jul00; l/n Voronezh-Baltimor jul13; reported Ryazan-Dyagilevo 18aug05 without code
00854	not known "77" red RF-94204	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd ph. ZIA	apr84 apr06 sep14	opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; last overhaul completed 07dec09 (by Tavia) reported as a Tu-95MSM now (but not confirmed); also carried code "77" red; opb 6952 AvB at Ukrainka; w/o 14jul15 on a training flight from Ukrainka in difficult weather conditions when 3 engines flamed out due to icing while the aircraft was flying in clouds at a height of some 5,000 metres, the 7 crew bailed out at a height of some 3,500 metres (2 of them were killed) and the aircraft crashed in the tundra 30 km from Litovko (Amur district of the Khabarovsk region)
64034200875	not known "23" red (2)	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	no Rzd	reports 29jul08	based at Semipalatinsk opb 43 TsBP i PLS at Ryazan-Dyagilevo; c/n checked on a plate in the cockpit at Ryazan-Dyagilevo 18sep10; seen Ryazan-Dyagilevo 10feb11; seen with the code "SOZ23/2" red on the nose-wheel door Ryazan-Dyagilevo 02aug12
RF-94205		Tu-95MS	Russian Air Force	Rzd	24may14	also carried the code "23" red on the fin and "23/2" red on the left nose-wheel door; opb 43 TsBP i PLS at Ryazan-Dyagilevo; in light grey c/s with 'VVS Rossii' titles and Russian stars; named 'Ryazan' and adorned with the coat-of-arms of Ryazan for a short time probably in 2014 (this was overpainted later as c/n 00905 was already named 'Ryazan'); seen ZIA 08apr15 with the name and coat-of-arms overpainted; l/n Ryazan-Dyagilevo 29jun15
00905	"20" red	Tu-95MS	Russian Air Force	Rzd	18aug05	opb 43 TsBP i PLS at Ryazan-Dyagilevo; named 'Ryazan' since 20dec99; ; seen Ryazan-Dyagilevo 18aug05 under overhaul (without code); to be overhauled in 2015
RF-94255		Tu-95MS	Russian Air Force	Rzd	11may16	named 'Ryazan', also carried code "20" red with 'VVS Rossii' titles; l/n Ryazan-Dyagilevo 08sep16
00909	"34" red	Tu-95MS	Soviet Air Force			came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva, seen may98/apr99; scrapped at Bila Tserkva 01/02dec00
10317	"12" red	Tu-95MS-6	Russian Air Force	ZIA	20aug03	opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; in natural metal c/s with black propeller tips
15101	"101" black "01" red	Tu-95MS Tu-95MS	Tupolev OKB OAO Tupolev	ZIA ZIA	16aug92 17aug01	in Soviet AF c/s; l/n ZIA 20aug05; underwent trials within the Tu-95MS modernisation programme in 2015
15105	"45" red	Tu-95MS	Russian Air Force	no	reports	overhaul to be completed by late 2012
RF-94189		Tu-95MS	Russian Air Force	Tag	13may13	c/n not confirmed; also carried code "45" red with 'VVS Rossii' titles; l/n ZIA 21dec14
15119	"24" red "24" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force			opb 1006 tbap at Uzyn opb 1006 tbap at Uzyn; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); scrapped at Bila Tserkva 21oct99/07nov99
16202	"47" red	Tu-95MS	Russian Air Force	no	reports	to be overhauled in 2013/14
RF-94201		Tu-95MS	Russian Air Force	Ukr	jan12	c/n not confirmed; also carried code "47" red; opb 6952 AvB at Ukrainka; l/n ZIA dec14
16204	"15" red	Tu-95MS	Soviet Air Force			came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); seen may98/apr99; scrapped at Bila Tserkva 04dec00
19215	"60" red	Tu-95MS	Russian Air Force	no	reports	probably opb 6952 AvB at Ukrainka; to be overhauled in 2015
19317	"317" black	Tu-95MS	Tupolev OKB	ZIA	16aug92	in Russian AF c/s; l/n ZIA 17aug01
"317" red		Tu-95MS	Tupolev OKB	ZIA	20aug05	stored; l/n ZIA may16, active
19421	"53" red	Tu-95MS	Russian Air Force	no	reports	to be overhauled in 2013/14
RF-94195		Tu-95MS	Russian Air Force	ZIA	21jan15	also carried code "53" red with 'VVS Rossii' titles; l/n ZIA 27jan15
19429	"49" red	Tu-95MS	Russian Air Force	no	reports	to undergo heavy maintenance in 2013/14
RF-94191		Tu-95MS	Russian Air Force	Tag	nov13	also carried code "49" red, with 'VVS Rossii' titles; details from russianplanes.net; l/n KJA 09oct16
19743	"48" red	Tu-95MS	Russian Air Force	no	reports	underwent life-time extension with Tavia in 2005; repairs to propellers and APU to be undertaken at 360-ARZ in 2016
21744	"41" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzyn
"41" red		Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva 07nov99
21802	not known	Tu-95MS	Russian Air Force	no	reports	last overhaul completed 07feb10 (by Tavia)

21906	"54" red	Tu-95MS	Russian Air Force	no	reports	probably opb 6952 AvB at Ukrainka; to be overhauled by TANTK im. Berieva in 2014/15; photo Taganrog-Yuzhny 16may15
	RF-94196	Tu-95MS	Russian Air Force	Tag	16may15	also carried code "54" red; details from russianplanes.net; serial/ code not visible on photo
21914	"55"	Tu-95MS	Russian Air Force	no	reports	to undergo heavy maintenance in 2013/14
	RF-94197	Tu-95MS	Russian Air Force	ph.	sep13	also carried code "55" red, with 'VVS Rossii' titles; l/n ZIA mar16
23103	"43"	Tu-95MS	Russian Air Force			repairs to propellers and APU to be undertaken at 360-ARZ in 2016
23107	"41" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbad at Ukrainka; c/n not checked
# 4 4	RF-94186	Tu-95MS	Russian Air Force	Tag	2012	also carried code "41" red; opb 6952 AvB at Ukrainka; with 'VVS Rossii' titles but still with Red Stars
24530	not known	Tu-95MS	Russian Air Force			scrapped at Seryshevo around may15
24532	"51" red	Tu-95MS	Russian Air Force		21aug05	at Ukrainka, l/n there 11apr06
	RF-94193	Tu-95MS	Russian Air Force	no	reports	details from russianplanes.net
24550	"25" red	Tu-95MS	Soviet Air Force			came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); scrapped at Bila Tserkva 28/29nov00
24604	"604" black	Tu-95MS	Russian Air Force	ZIA	31aug93	l/n ZIA 17aug01
24610	"610" black	Tu-95MS	Russian Air Force	ZIA	31aug93	c/n also reported as 10002124610; to be overhauled in 2015
27611	"611" black	Tu-95MS	Russian Air Force	ZIA	31aug93	
28382	"24"	Tu-95MS	Russian Air Force			repairs to propellers and APU to be undertaken at 360-ARZ in 2016
28561	not known	Tu-95MS	Russian Air Force			tender for modification published 29apr08
28575	not known	Tu-95MS	Russian Air Force			tender for modification published 23apr09
29526	not known	Tu-95MS	Russian Air Force			tender for modification published 23apr09
29561	"02" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"02" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva 11dec99
29608	not known	Tu-95MS	Russian Air Force			tender for modification published 29apr08
29732	"03" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"03" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 24/26mar00
29843	"04" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"04" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 17/18apr00
30108	"05" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"05" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 25/27may00
30183	"06" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"06" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 29/30jun00
30203	"07" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"07" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva 01dec99
30235	"20" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"20" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 25/26aug00
30306	"21" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"21" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 27/28aug00
30309	"22" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"22" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 04/06oct00
30419	"23" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"23" red	Tu-95MS-16	Ukraine Air Force	trf	1992	sat wfu at Uzyn, seen may98; scrapped at Uzyn 31jan99
31135	"24" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"24" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 06/07nov00
31198	"25" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"25" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 15/16dec00
31249	"90" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"90" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 15/16jan01
31370	"91" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"91" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 12mar01
31483	"92" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"92" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 26/27mar01
31509	"93" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"93" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 16/17apr01
32179	"94" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"94" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 07/17may01
# 1 7	32191	Tu-95MS-16	Soviet Air Force			opb 1006 tbad at Uzyn
	"01" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; f/n Uzyn may98; painted in full Ukrainian Air Force markings, f/n as such Poltava 04jun00; soc 06nov00; preserved in the museum of long-range aviation at Poltava (N49.617458 E34.503488) from 31may00, l/n sep12
# 1 7	32386	Tu-95MS-16	Soviet Air Force	mfd	1987	full c/n 1000211732386; opb 1006 tbad at Uzyn
	"95" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; f/n Uzyn may98; soc 28nov00; was to be converted into an environmental monitoring aircraft, but nothing came of this; sat wfu in 328 ARZ at Mykolayiv-Kulbakino, seen oct05/sep12; scrapped by april4
32477	"26" black	Tu-95MS	Soviet Air Force	mfd	1987	opb 182 tbad at Mozdok
	"26" red	Tu-95MS	Russian Air Force	ZIA	31aug93	c/n checked ZIA 31aug93; a "26" red was seen Ryazan-Dyagilevo 29jun02 and DZR 06sep07
	RF-94172	Tu-95MS	Russian Air Force	OVB	23jun11	c/n not confirmed; also carried code "26" red; opb 6952 AvB at Ukrainka; still with Red Stars and without titles, unknown badge below the cockpit and black propeller tips
33111	not known	Tu-95MS	Soviet Air Force	mfd	1988	opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; in natural metal c/s with black propeller tips; named 'Blagoveshchensk' after a town in the Russian Far East; since 23jun99; used call-sign '913' DZR 27aug06; l/n Byelaya 08feb11
	"59" red	Tu-95MS	Russian Air Force	ph.	apr06	named 'Blagoveshchensk' after a town in the Russian Far East, also carried code "59" red and 'VVS Rossii' titles on the fin; l/n Samara-Bezmyanka 12apr16
# 2 7	33144	Tu-95MS-16	Soviet Air Force	mfd	1987	full c/n 1000212733144
	"31" red	Tu-95MS-16	Ukraine Air Force	trf	1992	soc 28nov00; was to be converted into an environmental monitoring aircraft, but nothing came of this; sat wfu in 328 ARZ at Mykolayiv-Kulbakino, seen oct05/sep12; offered for sale on the internet mar14 with t/t 454 hours 24 minutes, for \$3 million; reportedly sold to a museum in the Baltics
# 3 7	33299	Tu-95MS	Russian Air Force	mfd	26jan87	full c/n 1000213733299; opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; named 'Moskva' aug03; l/n Engels 18dec07
	RF-94126	Tu-95MS	Russian Air Force	Eng	19aug11	also carried code "12" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue propeller tips; named 'Moskva' after the Russian capital; l/n without pylons ZIA 31aug13; f/n with pylons Engels 21mar16; l/n Tambov-Vostochny 28may16
# 3 7	33322	Tu-95MS	Russian Air Force	mfd	09feb88	full c/n 1000213733322; opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; l/n Engels 16aug05
	RF-94131	Tu-95MS	Russian Air Force	Eng	02aug12	also carried code "18" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue propeller tips; underwent an upgrade with "Aviakor" at Samara 20oct15/21feb16; l/n over Moscow 09may16
# 4 7	33412	Tu-95MS	Russian Air Force	mfd	09feb88	full c/n 1000214733412; opb 184 tbad (redesignated 6950 AvB in 2009) at Engels, but probably detached to Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo 18aug05; l/n Ryazan-Dyagilevo 2011
	RF-94132	Tu-95MS	Russian Air Force	Eng	02aug12	also carried code "14" red on the nose-wheel door (but not on the fin); opb 6950 AvB at Engels; with blue propeller tips; l/n without titles Ryazan-Dyagilevo nov12; f/n with 'VVS Rossii' titles and Russian stars Engels 10apr14; underwent an upgrade with "Aviakor" until 05apr16; f/n Engels may16
# 4 7	33447	Tu-95MS	Russian Air Force	mfd	03mar88	full c/n 1000214733447; opb 182 tbad at Mozdok (disbanded feb99); f/n Engels aug97
	RF-94259	Tu-95MS	Russian Air Force	Eng	17aug01	opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; l/n Engels 06oct08
# 1 8	34108	Tu-95MS	Russian Air Force	mfd	05may88	also carried code "17" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue propeller tips; l/n Engels jan17
	"15" red	Tu-95MS	Russian Air Force	Eng	17aug01	full c/n 1000211834108; opb 182 tbad at Mozdok (disbanded feb99); f/n FFD 22jul93; l/n Moscow-Tushino 05sep93
	RF-94125	Tu-95MS	Russian Air Force	ph.	07jun11	opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; named 'Kaluga' 04oct99 after a town in central Russia; f/n as such Engels 06oct08; initially with Red Stars and without titles; l/n as such Kubinka mar09; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 04may10; l/n overhead Moscow 09may10
# 1 8	34135	Tu-95MS	Russian Air Force	mfd	02jun88	also carried code "15" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue propeller tips; intercepted over the North Sea 07jun11; l/n Samara-Bezmyanka 16dec16
	RF-94124	Tu-95MS	Russian Air Force	Eng	oct11	full c/n 1000211834135; opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; named 'Veliki Novgorod' after a town in western Russia, f/n as such ZIA 20aug07; l/n Engels apr11, still with Red Stars
# 2 8	34278	Tu-95MS	Russian Air Force	mfd	29jul88	also carried code "16" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue propeller tips; named 'Veliki Novgorod'; l/n ZIA 30aug15
	RF-94120	Tu-95MS	Russian Air Force	Eng	02aug12	full c/n 1000212834278; opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; seen Engels 16aug05 with the additional code "28" black, stored; named 'Kozelsk' apr10 after a town in the Kaluga region
# 2 8	34379	Tu-95MS	Russian Air Force	mfd	29jul88	also carried code "22" red on the fin and "22/1" red on the left nose-wheel door; opb 1 AvGr 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue propeller tips; named 'Kozelsk'; l/n 2013, flying
	"23" black	Tu-95MS	Russian Air Force	Eng	02aug12	full c/n 1000212834379; opb 182 tbad at Mozdok (disbanded feb99) and later by 184 tbad at Engels; seen FFD 28/31jul94
	"23" red	Tu-95MS	Russian Air Force	Eng	17aug01	opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; l/n Engels 16aug05
	RF-94129	Tu-95MS	Russian Air Force	Ckk	01oct11	also carried code "23" red on the fin and "23/1" red on the left nose-wheel door; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue propeller tips; l/n over Moscow 07may16
# 3 8	34415	Tu-95MS	Russian Air Force	mfd	22oct88	full c/n 1000213834415; opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; l/n Engels 16aug05
	RF-94130	Tu-95MS	Russian Air Force	Eng	oct11	also carried code "24" red on the fin and "24/1" red on the left nose-wheel door; opb 6950 AvB at Engels; with blue propeller tips; l/n with Red Stars and without titles Engels sep12; f/n with 'VVS Rossii' titles and Russian stars Engels apr13; l/n over Moscow 07may15

# 3 8 34444	"25" red	Tu-95MS	Russian Air Force	mfd	22oct88	full c/n 1000213834444; opb 184 tbat (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; l/n Engels 16aug05
	RF-94119	Tu-95MS	Russian Air Force	Tag	jul12	also carried code "25" red on the fin and "25/1" red on the left nose-wheel door; opb 6950 AvB at Engels; with "VVS Rossii" titles and blue propeller tips, but still with Red Stars; l/n Taganrog-Yuzhny 19aug12; under overhaul with TANTK im. Berieva from 08aug14
# 3 8 34496	"20" red	Tu-95MS	Russian Air Force	mfd	19nov88	full c/n 1000213834496; opb 184 tbat (redesignated 6950 AvB in 2009) at Engels; f/n Engels 16aug05, overpainted code "20" black still visible on the fin next to the code "20" red; last overhaul completed in spring 2008; named 'Dubna' 12jul08 (05jul08 from another document) after a science centre near Moscow; initially without titles and with Red Stars, l/n as such Engels 16aug08 (c/n checked in wheel wells); f/n with "VVS Rossii" titles and Russian stars overhead Moscow 09may10; l/n Engels nov10
	RF-94122	Tu-95MS	Russian Air Force	Eng	oct11	also carried code "20" red; opb 6950 AvB at Engels; with "VVS Rossii" titles, Russian stars and blue propeller tips; named 'Dubna'; f/n with the code "20/1" on the left nose-wheel door Engels 02aug12; arrived with "Aviakor" at Samara for an upgrade 20aug15 (received pylons), returned to Engels 18nov15; l/n KLD 02aug16
# 4 8 34567	"14" black	Tu-95MS	Russian Air Force	mfd	1988	full c/n 1000214834567; opb 182 tbat at Mozdok (disbanded feb99); scrapped
# 4 8 34666	"30" black	Tu-95MS	Russian Air Force	mfd	21jan89	full c/n 1000214834666; opb 182 tbat at Mozdok (disbanded feb99) and later by 184 tbat at Engels
	"21" red	Tu-95MS	Russian Air Force	Eng	17aug01	opb 184 tbat (redesignated 6950 AvB in 2009) at Engels; seen Engels 16aug05 also with the code "30" black; named 'Samara' 09aug08 after a town on the river Volga; initially without titles and with Red Stars, l/n as such Engels 13apr10; f/n with "VVS Rossii" titles and Russian stars overhead Moscow 04may10; l/n overhead Moscow 09may10
	RF-94121	Tu-95MS	Russian Air Force	ZIA	13aug11	also carried code "21" red on the fin and '21/1' on the left nose-wheel door; opb 6950 AvB at Engels; with "VVS Rossii" titles, Russian stars and blue propeller tips; named 'Samara'; l/n Engels 22jul14
# 4 8 34757	"11" red	Tu-95MS	Russian Air Force	mfd	21jan89	full c/n 1000214834757; opb 184 tbat (redesignated 6950 AvB in 2009) at Engels; with Red Stars and blue propeller tips; f/n Engels 17aug01; named 'Vorkuta' 08may05 after a town in northern Russia; l/n mar11
	RF-94127	Tu-95MS	Russian Air Force	Eng	oct11	also carried code "11" red on the fin and on the nose-wheel doors (seen as "11/1" red on the nose-wheel doors Engels 08nov12, but later again as just "11" red); opb 6950 AvB at Engels; with "VVS Rossii" titles, Russian stars and blue propeller tips; named 'Vorkuta'; l/n Engels jan17
# 4 8 35199	"38" black	Tu-95MS	Russian Air Force	mfd	29may92	full c/n 1000214835199; late mfd; opb 182 tbat at Mozdok (disbanded feb99) and later by 184 tbat at Engels
	"10" red	Tu-95MS	Russian Air Force	Eng	17aug01	opb 184 tbat (redesignated 6950 AvB in 2009) at Engels; named 'Saratov' 27jun99 (according to another source already 12jun99) after a town on the river Volga; l/n Engels 16aug05, stored
	RF-94128	Tu-95MS	Russian Air Force	Ukr	oct11	also carried code "10" red on the fin and "10/1" red on the left nose-wheel door; opb 6950 AvB at Engels; with "VVS Rossii" titles, Russian stars and blue propeller tips; named 'Saratov'; l/n without pylons Engels 09may14; f/n with pylons Engels 03mar15; l/n Engels feb17
# 1 9 35249	"26" red	Tu-95MS	Russian Air Force	mfd	20jul89	full c/n 1000211935249; opb 184 tbat (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; underwent maintenance with Tavia in 2005, code not given
	35363	Tu-95MS	Russian Air Force	ph.	apr06	opb 182 tbat at Mozdok; was on a good-will visit in the US may92
# 3 9 35765	"05" red	Tu-95MS	Russian Air Force	ph.	25apr15	full c/n 1000213935765; opb 326 tbat at Ukraina
	RF-94181	Tu-95MS	Russian Air Force	ph.		also carried code "05" red; opb 6952 AvB at Ukraina; with "VVS" Rossii titles and Russian stars; w/o 08jun15 on take-off from Ukraina when a shock absorber of the left main gear strut exploded during the take-off run at a speed of 220-230 km/h (as it had been filled up with air instead of nitrogen) and damaged a fuel tank in the left wing, causing an explosion, 1 crew member killed and another one seriously injured (he died in hospital 2 months after the accident)
	35793	Tu-95MS	Russian Air Force	ph.	12apr06	opb 182 tbat at Mozdok; was on a good-will visit in the US may92
	"01" red	Tu-95MS	Russian Air Force	ph.	12apr06	opb 326 tbat at Ukraina; named 'Irkutsk' since 01nov00; l/n Ukraina 14apr06
	RF-94185	Tu-95MS	Russian Air Force	Ukr	01nov12	also carried code "01" red; opb 6952 AvB at Ukraina; named 'Irkutsk'; l/n over Saint Petersburg 25apr15
# 4 9 36177	"10" red	Tu-95MS-16	Soviet Air Force	mfd	22jan90	full c/n 1000214936177; opb 1006 tbat at Uzyn
	"10" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbat at Uzyn; l/n Uzyn may98; sold to Russia in 1999 and ferried to Engels 06nov99; in a Ukrainian listing as "100" red, obviously in error
	"19" red	Tu-95MS-16	Russian Air Force	Eng	17aug01	opb 184 tbat (redesignated 6950 AvB in 2009) at Engels; on a photo with the Ukrainian shield on the fin overpainted; with Red Stars and blue propeller tips; named 'Krasnoyarsk' 22aug10 (according to another source already 29apr10) after a city in Siberia
	RF-94123	Tu-95MS-16	Russian Air Force	KJA	09jun11	also carried code "19" red; opb 6950 AvB at Engels; with "VVS Rossii" titles, Russian stars and blue propeller tips; named 'Krasnoyarsk'; l/n over Rostov-na-Donu 13mar15
	36487	Tu-95MS	Soviet Air Force	mfd	1990	tie-up from russianplanes.net; opb 326 tbat (redesignated 6952 AvB in 2009) at Ukraina; in natural metal c/s with black propeller tips; named 'Mozdok' after a town in the Northern Caucasus
	"02" red	Tu-95MS	Russian Air Force	ph.	apr06	also carried code "02" red; opb 6952 AvB at Ukraina; in natural metal c/s with "VVS Rossii" titles, Russian stars and black propeller tips; named 'Mozdok'; l/n feb15
	RF-94184	Tu-95MS	Russian Air Force	ph.	2011	2nd stage of overhaul by 360 ARZ completed 12oct10
	36853	Tu-95MS	Russian Air Force	no	reports	c/n not confirmed; also carried code "07" red; opb 6952 AvB at Ukraina; l/n OVB 10feb17
	RF-94179	Tu-95MS	Russian Air Force	ph.	jul12	full c/n 1000214037187; opb 1006 tbat at Uzyn
# 4 0 37187	"96" red	Tu-95MS-16	Soviet Air Force	mfd	26mar91	opb 1006 tbat at Uzyn; stored at Uzyn, seen 1996/may98; sold to Russia in 1999 and ferried to Engels jan00
	"96" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 184 tbat (redesignated 6950 AvB in 2009) at Engels; with Red Stars and blue propeller tips, former code "96" and overpainted Ukrainian shield still visible on the fin; l/n Monino 07aug07; see the Ukrainika-based "28" red with unknown c/n
	"28" red	Tu-95MS-16	Russian Air Force	Eng	17aug01	over Moscow; also carried the code "28" red on the fin and "28/1" red on both nose-wheel doors; opb 6950 AvB at Engels; with "VVS Rossii" titles, Russian stars and blue propeller tips; l/n without name Engels 07jul14; named 'Sevastopol' after a town on the Crimea; f/n as such Engels 09aug14; attacked IS targets in Syria 19nov15
	RF-94116	Tu-95MS-16	Russian Air Force	ph.	29apr13	full c/n 1000212937345; opb 1006 tbat at Uzyn
# 2 9 37345	"08" red	Tu-95MS-16	Soviet Air Force	mfd	03oct91	opb 1006 tbat at Uzyn; stored at Uzyn, seen 1996/may98; sold to Russia in 1999 and ferried to Engels jan00
	"08" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 184 tbat (redesignated 6950 AvB in late 2009) at Engels; with blue propeller tips, former code "08" and overpainted Ukrainian shield still visible on fin; l/n Engels 16aug05; see "27" red with unknown c/n
	"27" red	Tu-95MS-16	Russian Air Force	Eng	17aug01	also carried code "27" red on the fin and "27/1" red on the left nose-wheel door; opb 6950 AvB at Engels; with "VVS Rossii" titles and Russian stars; named 'Izborsk' after a medieval fortress west of Pskov; f/n as such Privilzhski 19feb15; l/n Samara-Bezmyanka 19jan16
	RF-94117	Tu-95MS-16	Russian Air Force	Eng	07may14	opb 326 tbat (redesignated 6952 AvB in 2009) at Ukraina; in natural metal c/s with Red Stars and black propeller tips, no titles; named 'Smolensk' after a town in western Russia since 05jun99; l/n IKS 10sep08
	37566	Tu-95MS	Soviet Air Force	mfd	1991	also carried code "29" red on the fin and "29/1" red on the nose-wheel door; now opb 6950 AvB at Engels; in light grey c/s with "VVS Rossii" titles, Russian stars and blue propeller tips; named 'Smolensk'; seen Ryazan-Dyagilevo 26jul14 with just "29" red on the nose-wheel door; l/n Kubinka 11sep16
	"08" red	Tu-95MS	Russian Air Force	ph.	apr06	
	RF-94178	Tu-95MS	Russian Air Force	Rzd	25may14	

Aircraft with unknown c/ns include

---	RF-94176	Tu-95MS	Russian Air Force	Sae	10jun16	also carried code "22" red, with "VVS Rossii" titles, Russian stars, unknown badge below the cockpit and black propeller tips; l/n Kozelsk 09jul16
---	RF-94177	Tu-95MS	Russian Air Force	Ukr	2012	also carried code "20" red, with "VVS Rossii" titles; l/n Samara-Bezmyanka 13jul16
---	RF-94180	Tu-95MS	Russian Air Force	ph.	2012	also carried code "06" red; opb 6952 AvB at Ukraina; with "VVS Rossii" titles; l/n Samara-Bezmyanka 27oct16
---	RF-94183	Tu-95MS	Russian Air Force	ph.	15mar13	also carried code "03" red; opb 6952 AvB at Ukraina; with "VVS Rossii" titles, Russian stars and black propeller tips; l/n OVB 08feb17
---	RF-94198	Tu-95MS	Russian Air Force	ZIA	27mar14	also carried code "56" red; in light grey c/s with "VVS Rossii" titles and Russian stars; l/n over Omsk 19mar16
---	RF-94199	Tu-95MS	Russian Air Force	ZIA	jul15	also carried code "57" red; l/n ZIA feb16
---	RF-94200	Tu-95MS	Russian Air Force	ZIA	2014	also carried code "58" red, with "VVS Rossii" titles; l/n Ryazan-Dyagilevo dec16
---	RF-94207	Tu-95MS	Russian Air Force	ph.	apr14	also carried code "21" red, with "VVS Rossii" titles on tail; l/n Samara-Bezmyanka 19sep16
---	"03" red	Tu-95MS	Russian Air Force	ph.	apr11	at Ryazan-Dyagilevo
---	"04" red	Tu-95MS	Russian Air Force	ph.	2011	opb 326 tbat (renamed 6952 AvB in 2009) at Ukraina
---	RF-94182	Tu-95MS	Russian Air Force	ph.	09may14	at Sevastopol; also carried code "04" red; opb 6952 AvB at Ukraina; l/n over St Petersburg apr15
---	"05" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbat at Ukraina
---	"06" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbat at Ukraina
---	"06" red	Tu-95MS	Russian Air Force	DYR	04sep07	
---	"11" red	Tu-95MS	Russian Air Force	DYR	05sep07	
---	"22" red	Tu-95MS	Russian Air Force	Rzd	29jun02	see c/n 34757
---	"22" red	Tu-95MS	Russian Air Force	Rzd	29jun02	two aircraft seen this date with the same code
---	"24" red	Tu-95MS	Russian Air Force	Rzd	29jun02	opb 43 TsBP i PLS at Ryazan-Dyagilevo; named 'Chelyabinsk' 29sep01; seen Shaikovka 20jun04 and Ryazan-Dyagilevo 13feb08; seen Ryazan-Dyagilevo 2012, additionally marked 'SO222/2' on the nose wheel door; l/n Ryazan-Dyagilevo aug15
---	"27" red	Tu-95MS	Russian Air Force	Ukr	apr06	l/n Ryazan-Dyagilevo aug15, missing propellers
---	"28" red	Tu-95MS	Russian Air Force	Bly	16aug09	opb 326 tbat (renamed 6952 AvB in 2009) at Ukraina; propeller tips unpainted, neither overpainted old code nor shield on fin; see c/n 1000212937345
	RF-94170	Tu-95MS	Russian Air Force	Sae	29apr16	opb 326 tbat (redesignated 6952 AvB in 2009) at Ukraina; propeller tips unpainted, neither overpainted old code nor shield on fin; see c/n 1000214037187
---	"29" red	Tu-95MS	Russian Air Force	Rzd	29jun02	also carried code "28" red on the nose-wheel door and fin; opb 6952 AvB at Ukraina; with "VVS Rossii" titles, Russian stars and black propeller tips; l/n over Sevastopol 05aug16
---	"42"/"52" red	Tu-95MS	Russian Air Force	ph.	apr06	carried code "42" red on fin and "52" red on nose wheel door; opb 326 tbat at Ukraina
---	"43" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbat at Ukraina; see c/n 23103
---	"48" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbat at Ukraina; see c/n 19743
---	"49" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbat at Ukraina; see RF-94191/"49" red. c/n 19429

---	"50" red RF-94192	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	Tag ZIA	21may11 12aug12	possibly c/n 00822; l/n ZIA 21feb12 also carried code "50" red; in light grey c/s with 'VVS Rossii' titles and Russian stars; l/n ZIA 20jul16, active
---	"52" red "52" red RF-94194	Tu-95MS Tu-95MS Tu-95MS	Russian Air Force Russian Air Force Russian Air Force	ZIA	20aug05 21may11 19jun14	same aircraft as next line ? at Taganrog-Yuzhny; same aircraft as previous/next lines ? also carried code "52" red with 'VVS Rossii' titles
---	"55" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbad at Ukraina; used call-sign '919' DYR 27aug06; see RF-94197/"55" red, c/n 21914
---	"56" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbad at Ukraina; see RF-94198/"56" red with unknown c/n
---	"57" red	Tu-95MS	Russian Air Force	Eng	06oct08	photo oct09
---	"58" red	Tu-95MS	Russian Air Force	Eng	06oct08	location not given but probably at Vorkuta-Sov'yetski
---	"61" red	Tu-95MS	Russian Air Force	ph	oct12	opb 6950 AB at Engels; with 'VVS Rossii' titles and Russian stars; h/o at Zhukovski after modernisation 18dec14 or 19dec14
---	"62" red	Tu-95MS	Russian Air Force	ZIA	23sep14	opb 182 tbad at Mozdok (disbanded feb99)
---	"02" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)
---	"03" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)
---	"04" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)
---	"05" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)
---	"06" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)
---	"07" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)
---	"08" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)
---	"10" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)
---	"11" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbad at Mozdok (disbanded feb99)
---	"13" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbad at Mozdok (disbanded feb99)
---	"15" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbad at Mozdok (disbanded feb99)
---	"16" black	Tu-95MS	Russian Air Force	Eng	20aug03	opb 182 tbad at Mozdok (disbanded feb99) and later by 184 tbad at Engels
---	"21" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99); probably became "21" red
---	"22" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbad at Mozdok (disbanded feb99) and later by 184 tbad at Engels; probably became "22" red
---	"24" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99); probably became "24" red
---	"26" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)
---	"31" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)
---	"32" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99); became "11" red
---	"33" black RF-94118	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	Eng Eng	aug97 02aug12	opb 182 tbad at Mozdok (disbanded feb99) and later by 184 tbad at Engels also carried code "33" black; opb 6950 AvB at Engels; seen Engels 02aug12 without code and engines, part of the tail missing
---	"38" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbad at Mozdok (disbanded feb99)

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

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

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

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

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

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

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

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

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

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

Note 2: Most Tu-104 registrations were later re-allocated to Yak-42s. In the Soviet register batch CCCP-42318 to CCCP-42522 was reserved for the type, but production only reached as far as CCCP-42508.

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

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

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

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

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

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

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

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

The Tu-104 had a high attrition rate for an airliner: about 10 % of all aircraft built crashed, and another 5 % were damaged beyond repair by accidents. Soviet children even used to sing in the 1970s "Tu-104 samy luchshy samolyot."

Note 3: As the hand-written documents we received were more than 40 years old, the names of the Aeroflot directorates and transfer dates were sometimes hard, if not impossible, to read and therefore some transfer of directorates might have been missed out.

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

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

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

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

5 35 00 01	CCCP-L5412(1)	Tu-104	AFL/Moscow (MUTA)	mfd	30oct55	construction reportedly started by Factory # 156 in Moscow, completed by Factory # 135 in Kharkov; 50 pax configuration; f/f 05nov55 from Kharkov to Poltava; completed state trials 28mar56; f/n LHR 25apr56; toc 21may56, had fleet number "29"; rgd 09may56 (according to other sources 31may56); carried out first Tu-104 passenger flight (VKO-OMS-IKT) 15sep56; see c/n 921102 and 021905
	CCCP-42318	Tu-104	AFL/Moscow (MUTA)	rgd	27aug59	confirmed ex CCCP-L5412(1)
	CCCP-42318	Tu-104	AFL/GosNII GVF	trf	25mar64	wfu dec67 after 8,000 cycles; soc 02jan69
	CCCP-42318	Tu-104	AFL/GosNII GA	trf	04jan69	canx may69; used for fatigue trials in water tank at SibNIA reportedly since 1970, tested to destruction
6 35 00 02	CCCP-L5413	Tu-104	AFL/Moscow (MUTA)	f/f	30dec55	had fleet number "27"; 50 pax configuration; f/n LHR 25apr56; toc 17may56; rgd only 21may56 (according to other sources 24apr56); l/n PRG 17jun56
	CCCP-L5413	Tu-104	Aeroflot/LUTTs	trf	01mar58	opb LUTTs (Lyotnyy uchebno-trenirovochnyy tsentr = Flying Training Centre) of AFL/Western Siberia at OVB
	CCCP-L5413	Tu-104	AFL/Moscow (MUTA)	trf	11apr58	
	CCCP-42319	Tu-104	AFL/Moscow (MUTA)	rgd	19dec59	converted for cargo use, date unknown; underwent fatigue trials in 1973;
	CCCP-42319	Tu-104	MAP Ramenskoye	trf	05jan77	opb LII GKAT; in Aeroflot c/s; soc 14jan77 as life-time expired; canx jun77; trf 21may79 and used as ground instructional airframe by the Kryvyi Rih Aeronautical School, l/n intact 1992, only small parts remained by may98
6 35 00 03	CCCP-L5414	Tu-104	AFL/Moscow (MUTA)	f/f	11may56	c/n from documents in the RGAE archive and MGA document; 50 pax configuration; rgd 26jun56; f/n CPH 03aug56
	CCCP-L5414	Tu-104	Aeroflot/LUTTs	trf	unknown	opb LUTTs (Lyotnyy uchebno-trenirovochnyy tsentr = Flying Training Centre) of AFL/Western Siberia at OVB at; severely damaged 19feb58 on the leg from Sverdlovsk to Moscow-Vnukovo of a training flight from Novosibirsk to Moscow when the crew came to the (wrong) opinion that fuel would not be sufficient to reach Vnukovo, decided to divert to Ryazan-Dyagilevo but was not able to find that airfield in bad weather, eventually the aircraft diverted to Savasleika but ran out of fuel on finals and made a forced landing in a forest some 1,500 metres from the runway threshold, all 3 crew escaped; the aircraft was provisionally repaired and ferried from Savasleika to Vnukovo; under repair by ARB-400 at VKO by 01aug58; eventually it was decided to withdraw the aircraft from use and transferred 04feb59 to the Yegoryevsk technical school, but displayed initially at the Economic Achievements Exhibition (VDNKh) in Moscow before returning to Yegoryevsk; soc 23may61
6 35 01 01	CCCP-L5415	Tu-104	AFL/Moscow (MUTA)	mfd	24aug56	had 54 passenger seats, 50 according to MGA document; opb 200 AO; opened the VKO-TBS service 22sep56; f/n VKO 07jun57
	CCCP-L5415	Tu-104	AFL/Uzbekistan	trf	09apr58	
	CCCP-L5415	Tu-104	Soviet AF/AFL c/s	trf	1959	force-landed wheels-up at Kubinka in early 1959; transferred 04feb59, used as a ground instructional airframe to the Kiev Civil Aviation Engineering Institute (KIIGA); soc 25mar61; seen 1992/oct02; trf to the State Aviation Museum at Kiev (N50.407378 E30.458364) in 2003, still present oct03/mar16
6 35 01 02	not known	Tu-104	history unknown			
6 35 01 03	CCCP-L5416	Tu-104	AFL/Moscow-VKO	toc	04nov56	mfd given as 06nov56; rgd 16nov56; 50 pax configuration
	CCCP-L5416	Tu-104	AFL/Uzbekistan	trf	17aug57	
	CCCP-42322	Tu-104	AFL/Uzbekistan	rgd	04jul59	soc 25aug61; trf 05oct61 according to MGA document, see next line
	CCCP-42322	Tu-104	Sov. Navy/AFL c/s	trf	13dec61	VIP aircraft of the Northern Fleet, opb mil. unit 20816 at Severomorsk; wfu aug81 and stored at Ulyanovsk/Vysokiy (east of Olenyegorsk); restored to airworthy condition within 20 days oct86; f/f 31oct86; ferried via SVO to the Museum of Civil Aviation at Ulyanovsk (N54.289858 E48.234530) 01/11nov86 (officially the last Tu-104 flight ever) and displayed there since, l/n oct16
6 35 01 04	"05" red	Tu-104	Soviet Air Force	mfd	30dec56	not on Soviet register or overhaul list; opb by DA (strategic aviation) at Chkalovskaya; converted in 1977 to, see next line
	"05" red	Tu-104Sh	Soviet Air Force			opb 43 TsBPIPLS at Ryazan
6 35 01 05	CCCP-L5417	Tu-104	AFL/Moscow (MUTA)	toc	19mar57	rgd 31may57; 50 pax configuration; f/n PRG jan58; trf 01feb59 to Irkutsk Technical Aviation College (IATU GA); soc 25mar61 as for 'display'; ended up as a static test frame at the TsAGI according to some reports
6 35 02 01	CCCP-L5418	Tu-104	AFL/Moscow (MUTA)	mfd	28feb57	toc 28feb57; rgd 01mar57; opb 65 LO; 50 pax configuration
	CCCP-42324	Tu-104	AFL/Uzbekistan	rgd	13may59	
	CCCP-42324	Tu-104	AFL/Georgia-TBS	trf	27feb63	f/n TBS 15jun66; trf 20jun69 according to MGA document, see next line
	CCCP-42324	Tu-104	MRP Kratovo	trf	13feb60	PO Box A-7541; opb NPO 'Vzlyot' and based at Zhukovskiy; used as test-bed for the development of missile guidance systems; canx 1977
7 35 02 02	CCCP-L5434	Tu-104A	AFL/Moscow (MUTA)	mfd	29mar57	toc 06apr57; rgd 12jul57; 50 pax configuration
	CCCP-L5434	Tu-104A	Aeroflot/LUTTs	trf	23apr58	opb LUTTs (Lyotnyy uchebno-trenirovochnyy tsentr = Flying Training Centre) of AFL/Western Siberia at OVB
	CCCP-42340	Tu-104A	Aeroflot/LUTTs	rgd	22jul59	opb LUTTs (Lyotnyy uchebno-trenirovochnyy tsentr = Flying Training Centre) of AFL/Western Siberia at OVB; trf 20feb63 to Irkutsk Technical Aviation College (IATU GA); soc 08jan65 as worn out, see next line
7 35 02 03	CCCP-42340	Tu-104A	Soviet Navy	trf	08jan65	
	CCCP-L5437	Tu-104A	AFL/Moscow (MUTA)	mfd	30jun57	toc 31jul57; rgd 09sep57; 70 pax configuration
	CCCP-42343	Tu-104A	AFL/Moscow (MUTA)	rgd	18may59	converted to 100 pax configuration, date unknown
	CCCP-42343	Tu-104A	AFL/Ukraine-ODS	trf	02jun61	mentioned in an incident report 17jul71; f/n VKO 02oct72; regularly rented by the Commander of the Black Sea Fleet but was never transferred to the military; soc 29aug77 as life-time expired
7 35 02 04	CCCP-L5438	Tu-104A	AFL/Moscow (MUTA)	toc	unknown	on charge as of 01aug57; rgd 09sep57; 70 pax configuration; f/n LHR 14sep57; l/n VKO jun58
	CCCP-42344	Tu-104A	AFL/Moscow (MUTA)	rgd	04feb59	was already f/n jan59
	CCCP-42344	Tu-104A	Aeroflot/UShVLP	trf	14dec59	Ulyanovsk Advanced Flying Training College; canx and soc 25mar61 as for 'display'; trf to Novosibirsk Flight Training Centre (LUTTs); ended up as a static test frame at the TsAGI according to some reports
7 35 02 05	CCCP-L5439	Tu-104A	AFL/Moscow (MUTA)	mfd	23aug57	toc 07sep57; rgd 05oct57; 70 pax configuration
	CCCP-42345	Tu-104A	AFL/Moscow (MUTA)	rgd	16mar59	converted to 100 pax configuration, date unknown; f/n VKO 02apr60
	CCCP-42345	Tu-104A	AFL/Ukraine-KBP	trf	21jul61	(according to other sources 28feb62); soc 14dec73 'as for research'
7 35 03 01	CCCP-L5440	Tu-104A	AFL/Moscow (MUTA)	mfd	28sep57	toc 02oct57; rgd 14oct57; 70 pax configuration; f/n DRS 02feb58
	CCCP-42347	Tu-104A	AFL/Moscow (MUTA)	rgd	04feb59	converted to 100 pax configuration, date unknown
	CCCP-42347	Tu-104A	AFL/Ukraine-ODS	trf	19jul61	
	CCCP-42347	Tu-104A	AFL/GosNII GVF	trf	01mar63	
	CCCP-42347	Tu-104A	AFL/Ukraine	trf	21mar63	f/n LGW 22may71; canx 22sep77; soc 30nov77 as life-time expired; see next line
	CCCP-42347	Tu-104Sh2	Sov. Navy/AFL c/s			reportedly rebuilt by 20 ARZ at Pushkin with nose section of Tu-16K-10 as naval navigator trainer for Tu-16, but see previous line
7 35 03 02	CCCP-L5441	Tu-104A	AFL/Moscow (MUTA)	toc	02oct57	mfd given as 30oct57; l; rgd 25nov57; 70 pax configuration; f/n 04sep59 at Wrightstown McGuire AFB with United Nations delegation, see rgd date below !
	CCCP-42348	Tu-104A	AFL/Moscow (MUTA)	rgd	13may59	converted to 100 pax configuration, date unknown
	CCCP-42348	Tu-104A	AFL/Ukraine-ODS	trf	06jun61	f/n VKO 02oct72
	CCCP-42348	Tu-104A	AFL/Far East	trf	11feb73	
	CCCP-42348	Tu-104A	Aeroflot/UShVLP	trf	21sep73	
7 35 03 03	CCCP-L5442	Tu-104A	AFL/Moscow (MUTA)	toc	07dec57	Ulyanovsk Advanced Flying Training College; soc 27dec77 as life-time expired
	CCCP-42349	Tu-104A	AFL/Moscow (MUTA)	rgd	08jan58	rgd 08jan58; 70 pax configuration; f/n LHR 29mar58; w/o 15aug58 on a flight from Khabarovsk to Irkutsk when encountered clear air turbulence (associated with mountain wave?) and was thrown up from 10,800 m to 12,200 m (above maximum allowed altitude) where it lost speed and entered a spin, crashed near Birobjan, all 11 crew and 53 passengers killed; soc 19dec58
	CCCP-L5443	Tu-104A	AFL/Moscow (MUTA)	mfd	16jan58	was allocated according to MGA document, see previous line
	CCCP-42350	Tu-104A	AFL/Moscow (MUTA)	rgd	17nov59	toc 23jan58; 70 pax configuration; rgd 22mar58; f/n FRA 25apr58
	CCCP-42350	Tu-104A	AFL/West Siberia	trf	26may60	
	CCCP-42350	Tu-104A	Aeroflot/UShVLP	trf	unknown	on charge as of 01may67; Ulyanovsk Advanced Flying Training College; canx 28feb78 and soc same date as life-time expired; was used as a café at the central alley of Molodyozhn park at Ulyanovsk; damaged by arson around 1983
8 35 03 05	CCCP-L5444	Tu-104A	AFL/Moscow (MUTA)	mfd	24feb58	toc 28feb58; rgd 04apr58; 70 pax configuration; f/n HND 12apr58; l/n LHR 16may59
	CCCP-42351	Tu-104A	AFL/Moscow (MUTA)	rgd	31dec59	converted to 100 pax configuration, date unknown
	CCCP-42351	Tu-104A	Aeroflot/UShVLP	trf	01mar62	Ulyanovsk Advanced Flying Training College; photo in 'Krylia Rodiny' mar63
	CCCP-42351	Tu-104A	AFL/Georgia-TBS	trf	08apr64	soc 28feb78 as life-time expired and canx same date
8 35 04 01	CCCP-L5445	Tu-104A	AFL/Moscow (MUTA)	mfd	15mar58	rgd 26mar58; toc 20mar59; 70 pax configuration; f/n LHR 05jul59
	CCCP-42352	Tu-104A	AFL/Moscow (MUTA)	rgd	12feb60	trf 16jan61 as a ground instructional airframe for the Omsk Technical Aviation College (OLTU GA), canx and soc 25mar61; l/n mar73
8 35 04 02	CCCP-L5446	Tu-104A	AFL/Georgia-TBS	mfd	29mar58	toc 06apr58; rgd 06may58; 70 pax configuration
	CCCP-L5446	Tu-104A	AFL/Uzbekistan	trf	16apr59	converted to 100 pax configuration, date unknown
	CCCP-42346	Tu-104A	AFL/Uzbekistan	rgd	unknown	
	CCCP-42346	Tu-104A	AFL/Ukraine-ODS	trf	07feb63	f/n LED 09jul70; soc 27mar78 as life-time expired and canx same date ; l/n ZIA 16aug92/04sep93, dumped; gone by 1995
8 35 04 03	CCCP-42379	Tu-104A	AFL/Moscow (MUTA)	mfd	26apr58	toc 07may58; 70 pax configuration; rgd 17may58
	CCCP-42379	Tu-104A	AFL/Moscow-DME	trf	16mar66	converted to 85 pax configuration, date unknown; f/n VKO 30jun70
	CCCP-42379	Tu-104A	AFL/East Sib.-IKT	trf	24apr72	opb 201 LO; w/o 18may73 on the leg from Irkutsk to Chita of a flight from Moscow to Chita when was blown up at an altitude of 6,500 metres by a hijacker demanding to be flown to China (the hijacker

8 35 04 04	CCCP-42380 CCCP-42380 CCCP-42380	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Ukraine AFL/Georgia	mfd trf trf	27may58 02jan62 29oct66	detonated his bomb when the 'sky-marshal' shot at him) and crashed in the taiga 97 km west of Chita, all 9 crew and 72 passengers killed; t/t 19,329 hours and 8,841 cycles; soc 06jun73 toc 03jun58; rgd 05aug58; 70 pax configuration, later converted to 100 pax configuration, date unknown
. 35 04 05	--	Tu-104A				f/n LED 01aug70; directorate not mentioned in MGA document; soc 27sep77 as life-time expired fuselage went to Kazan in exchange for Kazan-built set of wings
7 35 05 01	CCCP-L5435 CCCP-L5435 CCCP-L5435 CCCP-42341 CCCP-42341	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Uzbekistan AFL/Georgia-TBS AFL/Georgia-TBS Soviet Navy	mfd trf trf rgd trf	30mar57 23dec57 29apr59 27jun59 07dec61	toc 06apr57; rgd 24apr57; 50 pax configuration
7 35 05 02	CCCP-L5436 CCCP-L5436 CCCP-L5436 CCCP-42342 CCCP-42342 CCCP-42342	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104Sh1	AFL/Moscow (MUTA) AFL/West Siberia AFL/Northern-LED AFL/Northern-LED Sov. Navy/AFL c/s Sov. Navy/AFL c/s	mfd trf trf rgd trf conv	31may57 24feb58 24jul59 02oct59 15dec61 1963	trf 06oct61 according to MGA document, see next line opb Black Sea Fleet at Mykolajiv; l/n SVX 13may70 toc 07jun57; rgd 04jul57; 50 pax configuration
7 35 05 03	CCCP-42342	Tu-104Sh2	Sov. Navy/AFL c/s	conv	1975	trf 06oct61 according to MGA document, see next line opb Baltic Fleet at Pushkin rebuilt by 20 ARZ at Pushkin with nose section of Tu-16K-10 as naval navigator trainer for Tu-16 in 1964 (or 1966); later converted to, see next line
7 35 05 04	--	Tu-104A				navigator trainer for Tu-22M2; f/n Pushkin 1980 with radar nose; broken up Pushkin nov83
. 35 05 05	not known	Tu-104A	history unknown			assemblies went to Omsk for their Tu-104A programme
8 35 06 01	CCCP-42381 CCCP-42381 CCCP-42381	Tu-104A Tu-104A Tu-104A	AFL/Georgia-TBS AFL/Uzbekistan AFL/Far East	mfd trf trf	27jun58 29apr59 27feb65	assemblies went to Omsk for their Tu-104A programme not on Soviet register or overhaul list, was this built ? toc 03jul58; rgd 05aug58; 70 pax configuration converted to 85 pax configuration, date unknown soc 27jul78 as life-time expired
8 35 06 02	CCCP-42382 CCCP-42382 CCCP-42382 CCCP-42382 CCCP-42382	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Northern-LED Aeroflot/USHVLP AFL/Northern AFL/West Siberia	mfd trf trf trf trf	29jun58 27feb65 07may67 08dec67 12may68 12apr77	toc 02jul58; rgd 05aug58; 70 pax configuration; f/n LHR 05may59 converted to 100 pax configuration, date unknown Ulyanovsk Advanced Flying Training College
8 35 06 03	CCCP-42383 CCCP-42383	Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Northern-LED	mfd trf	31jul58 31mar63	flew from Novosibirsk-Tolmachovo to Novosibirsk-Berdsk airfield (N54.739052 E83.097838) in 1978 and is preserved at its perimeter since (was to be the first aircraft for a proposed museum which did not materialise); soc 23aug78 as life-time expired; seen aug96/feb12 in quite good condition (even the tyres are kept fully inflated), the cockpit has seen much better days but restoration started in 2009, the cabin is full of spare parts and a selection of uniforms; l/n decl15 toc 05aug58; rgd 20aug58; 70 pax configuration converted to 100 pax configuration, date unknown; f/n LHR 17apr68; l/n LED 01aug70; soc 28feb78 as-life-time expired and canx same date
8 35 06 04	CCCP-42384 CCCP-42384	Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Far East-KHV	mfd trf	16aug58 25feb70	toc 21aug58; rgd 11nov58; 70 pax configuration; f/n LHR 06jun59 converted to 85 pax configuration, date unknown; soc 22sep78 as life-time expired
8 35 06 05	CCCP-42385	Tu-104A	AFL/Moscow (MUTA)	mfd	30aug58	toc 06sep58; rgd 11nov58; 70 pax configuration;; converted by ARZ-400 to Tu-104V with 100 seats; f/f as such 11aug62
8 35 07 01	CCCP-42385 CCCP-42385 CCCP-42386	Tu-104A Tu-104A Tu-104A	AFL/Northern-LED AFL/East Sib.-IKT Soviet Gvt/AFL c/s	trf trf mfd	07jun67 07may77 30sep58	f/n LED 27may70 soc 25oct78 as life-time expired first reported in East Germany (probably at Brand) 04mar59 with Soviet leader Khrushchov; 64 pax configuration (salon) rgd 31jul59
8 35 07 02	CCCP-42386 CCCP-42386 CCCP-42386 CCCP-42386 CCCP-42387	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) Soviet Gvt/AFL c/ AFL/Moscow (MUTA) MAP Ramenskoye Soviet AF/AFL c/s	toc trf trf trf mfd	01aug59 01oct59 21jul60 29jul60 31oct58	opb 235 OAO at VKO from 01oct59 until 21jul60 trf 16aug60 according to MGA document and confirmed as donated 02dec60, see next line opb LII GKAT; canx 12may81 not on Soviet register !; reportedly ex "05" red; based at Akhtubinsk; contrary to some reports, it was not the personal plane of Marshall Georgi Zhukov (Zhukov had to leave the post of defence minister already 26oct57); f/n SVO 09apr72; ferried to Ozyornoye (Ukraine) for preservation probably in 1981 (not in 1983 as sometimes reported); preserved in Yuri Gagarin Park at Zhitomir (N50.246881 E28.664326), initially used as a children's cinema, seen jan83/nov15
8 35 07 03	CCCP-42388	Tu-104A	AFL/Uzbekistan-TAS	mfd	30nov58	toc 31dec58; rgd 04feb59; 70 pax configuration; dbr 17sep61 on a heavy landing at Tashkent; trf 11may63 and used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA); soc 11may66 as a 'monument'; was preserved near Bauska (Latvia) since the 1980s; scrapped in the early 1990s
8 35 07 04	CCCP-42389 CCCP-42389 CCCP-42389 "47" red	Tu-104A Tu-104A Tu-104A Tu-104AK	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Moscow (MUTA) Soviet Air Force	mfd trf trf trf	24jan59 01oct59 23apr60 27jun67	toc 27jan59; rgd 05feb59; 70 pax configuration transferred as of; opb 235 OAO at VKO until 21jul60, see trf next line f/n LHR 28oct61; soc 14sep66, see next line based at Chkalovski and used for cosmonaut training; wfu probably in 1979; preserved in the factory museum at Khar'kov-Sokolniki (N50.026193 E36.265325), f/n 15jul93; l/n sep12
8 35 07 05	CCCP-42390 CCCP-42390 CCCP-42390	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Moscow (MUTA)	f/f trf trf	28dec58 unknown 09jun60	mfd 24jan59 ?; toc by GVF Special Flight Unit (aon) 28jan59; rgd 05feb59; 70 pax configuration; f/n LHR 13mar59; l/n HND 23sep59 on charge as of 01oct59; opb 235 OAO at VKO until 09jun60 trf to 207 Flight Unit 06jun60 and to 200 Flight Unit 25jun62; not canx from Soviet register; soc 14nov66, see next line
9 35 08 01	CCCP-42391 OK-NDF I-DIWN OK-NDF	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) CSA Alitalia CSA	mfd d/d PRG	31jan59 25feb63 02mar76	based at Chkalovski and used for cosmonaut training; flew 2,313 zero-g flights; t/t 9,861 hours 14 min and 5,051 cycles; last flight 16jan79 (to Monino); preserved in the Russian Air Force museum at Monino (N55.831732 E38.180347) seen apr91; l/n may15 toc 06feb59; rgd 18feb59; 70 pax configuration; f/n LHR 23may59; soc 17dec62 and canx 02mar63 as trf to Czechoslovakia named 'Ceské Budejovice'; rgd 02may63 received this fake registration and full Alitalia c/s on the port side for a movie in 1975/76 canx 22sep76; became a restaurant near Olomouc in the 1980s (N49.597963 E17.245897) Czech Republic, the restaurant closed end 1990s early 2000s; still present may12 in faded red/white c/s with grey undersides; in the process of being moved to Zruc Airpark sep12; seen Zruc nov12; by early 2013 they commenced painting of the aircraft, port side in original Aeroflot c/s with registration CCCP-42391, starboard side in full CSA c/s from the 1960s; l/n sep15
9 35 08 02	CCCP-42392 CCCP-42392 CCCP-42392	Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Moscow (MUTA) AFL/Far East-KHV	mfd trf trf	20feb59 15jul59 31jan63	toc 06mar59; rgd 17apr59; 70 pax configuration converted to 85 pax configuration, date unknown; f/n AMS 29jul61 reported Tashkent 02mar74 in incident report when ran off the side of the runway at night after landing on icy runway; soc 24jan79 as life-time expired
9 35 08 03	CCCP-42393 CCCP-42393 CCCP-42393 CCCP-42393	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Ukraine	mfd trf trf trf	31mar59 15jul59 31jan63 20may67	toc 05apr59; rgd 17apr59; 70 pax configuration f/n LHR 26sep59; converted to 100 pax configuration, date unknown
9 35 08 04	CCCP-42394	Tu-104A	AFL/Moscow (MUTA)	mfd	10may59	soc 28apr79 as life-time expired; canx 17aug79; used as a cinema in the Central Culture & Recreation Park at Odessa since 18aug79, burnt out and scrapped in 1988
9 35 08 05	CCCP-42394 CCCP-42394 CCCP-42395 CCCP-42395 CCCP-42395	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	Soviet AF/AFL c/s MRP Soltsevo AFL/Moscow (MUTA) AFL/International AFL/East Siberia	trf rgd mfd trf trf	14sep71 07mar75 29may59 15feb64 25mar72	toc 11may59; rgd 14jul60; 70 pax configuration; displayed at the Economic Achievements Exhibition (VDNKh) at Moscow 24jun59/jul62; trf 09jan61 to GK NII VVS, see next line op Air Force Research Institute (NII VVS) in Aeroflot c/s; canx as trf back to the Soviet Air Force; was based at Zhukovski toc 15jun59; rgd 23jun59; 70 pax configuration; f/n LHR 25jul59; based at SVO from 05jan60 l/n ARN 05jul71; soc 26jun79 as life-time expired; was preserved near the dam of the Irkutskoye vodokhranilishche reservoir (on the right bank of the Angara river) at Irkutsk; destroyed by arson and scrapped rgd 31jul59; toc 01aug59; 52 pax configuration (salon); f/n LHR 14sep59 en-route to Andrews AFB, USA on charge as of 01oct59; opb 235 OAO at VKO until 16jun60 trf to LII GKAT according to MGA document, see next line canx as to AFL/International ? 14sep71; later to LII Zhukovski; canx 12may8. (year unknown but probably 1980); preserved in a park at Zhukovski, seen 1980, burnt out and scrapped probably in the late 1980s mfd 14aug59 ?; rgd 05sep59; 70 pax configuration; f/n LHR 19aug59; based at SVO since 05jan60
9 35 09 01	CCCP-42396 CCCP-42396 CCCP-42396 CCCP-42396	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Moscow (MUTA) MAP Ramenskoye	mfd trf trf trf	23jun59 unknown 16jun60 16aug60	l/n LED jan78; soc 30nov78 as life-time expired toc 22aug59; f/n LHR 29aug59; rgd 05sep59; 70 pax configuration; based at SVO since 05jan60 f/n HEL mar70 (not 02aug78 as in register); soc 16nov79 as life-time expired and canx same date; was preserved in Yaroslavl on the peninsula between the rivers Volga and Kotorosl since late 1979, f/n aug84, scrapped in 1988 rgd 29oct59; 70 pax configuration, later converted to 100 pax configuration, date unknown f/n LED 30oct72
9 35 09 02	CCCP-42397 CCCP-42397 CCCP-42397 CCCP-42398 CCCP-42398	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International AFL/East Siberia AFL/Moscow (MUTA) AFL/International	toc trf trf mfd trf	04aug59 15feb64 15jul73 14aug59 15feb64	soc 20sep79 as life-time expired; was preserved at Vinnitsa, next to the Central Bus Station at ul. Kievskaya, used as a children's cinema until 1986 and then left to its fate, removed in autumn 1991 and scrapped (larger a church was built on the same site) rgd 29oct59; 70 pax configuration; f/n LHR 06dec59 used for trials by CAA operating from LHR 1966; l/n LED 01aug70 soc 24jan79 as life-time expired
9 35 09 03	CCCP-42398 CCCP-42398	Tu-104A Tu-104A	AFL/International AFL/Ukraine	trf trf	11may71	trf 06oct61 according to MGA document, see next line
9 35 09 04	CCCP-42455 CCCP-42455 CCCP-42455	Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Georgia AFL/Ukraine	toc trf trf	09oct59 02feb62 18oct77	trf 06oct61 according to MGA document, see next line
9 35 09 05	CCCP-42456 CCCP-42456 CCCP-42456	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International AFL/Northern	toc trf trf	08oct59 15feb64 30dec72	trf 06oct61 according to MGA document, see next line

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

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

6 66 001 01	CCCP-L5419	Tu-104	AFL/Moscow (MUTA)	rgd	13oct56	f/n VKO 1957; 50 pax configuration
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	CCCP-L5419	Tu-104	Aeroflot/LUTTs	trf	12jul57	opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) of AFL/Western Siberia at OVB; made the first scheduled flight there (OVB-VKO) 12jul57; on charge as of 01aug57 according to MGA document; l/n VKO jun58
	CCCP-42325	Tu-104	AFL/VAU	trf	unknown	on charge as of 01oct59; Higher Aviation College; soc 25mar61 as for 'display'; registration was seen in a film, although it is not confirmed that it was this actual aircraft
6 66 001 02	CCCP-L5420	Tu-104	MAP Ramenskoye	rgd	13dec56	trf to Novosibirsk Flight Training Centre (LUTTs); 50 pax configuration
	CCCP-42326	Tu-104	MAP Ramenskoye	rgd	24jun59	opb Novosibirsk Flight Training Centre (LUTTs) until 02may60
	CCCP-42326	Tu-104	AFL/Northern	trf	12feb63	
	CCCP-42326	Tu-104LL	MAP Ramenskoye	trf	16jun66	opb LII GKAP; flying test-bed, equipped with long nose and had 'Aeroflot' titles; canx 11mar77; seen ZIA aug93/aug95 (N55.562417 E38.162210) dumped (visible on Google Earth and photo exists in faded c/s as late as 2010); no longer visible on GE since 09may13
6 66 002 01	CCCP-L5421	Tu-104A	SNKh Ramenskoye	mfd	26nov56	on charge as of 01jan57; Tu-104A prototype; 70 pax configuration; based at IKT since 25apr57; f/n VKO 10jul57; set several world records sep57
	CCCP-L5421	Tu-104A	AFL/East Sib.-IKT	trf	12dec57	
	CCCP-L5421	Tu-104A	AFL/GosNII GVF	rgd	31jan58	trf 22feb58; converted to 85 pax configuration, date unknown
	CCCP-42327	Tu-104A	AFL/GosNII GVF	rgd	28jan60	
	CCCP-42327	Tu-104A	AFL/East Sib.-IKT	trf	19sep67	rgd 25nov67; photo ALA 1968; w/o 09feb76 on a flight from Irkutsk to Leningrad when lost control immediately after take-off (probably the wing-flap system had failed) and crashed into deep snow 180 m behind the runway threshold and 129 m right of its extended centreline, 9 of the 10 crew and 15 of the 105 passengers killed, 1 crew and 78 passengers injured (only 12 passengers escaped unhurt); t/t 22,069 hours and 10,308 cycles; canx apr76; soc 07jun76
6 66 002 02	CCCP-L5422	Tu-104A	Aeroflot/LUTTs	toc	24feb57	opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) of AFL/Western Siberia at OVB; rgd 01mar57; 50 pax configuration
	CCCP-42328	Tu-104A	Aeroflot/LUTTs	rgd	01feb60	opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) of AFL/Western Siberia at OVB; was reportedly the personal aircraft of Leonid Brezhnev at some time; soc 21oct60, see next line
	CCCP-42328	Tu-104A	RKIIGA	trf	19jan61	Riga Aviation Institute; used as ground instructional airframe; h/o to the famous agricultural co-operative "Nakotne" in the Jelgava district of Latvia probably in the mid-1970s, was initially displayed at the sports airfield (seen jun78), but later turned into a sauna; burnt out in the late 1980s; cockpit preserved in the Latvijas Aviācijas Tehnikas Muzejs at Riga, l/n jul15
7 66 002 03	CCCP-L5423	Tu-104A	AFL/Moscow (MUTA)	toc	15mar57	c/n from MGA document, first digit given as '6' in register; rgd 26mar57; 50 pax configuration; f/n LBG 01jun57
	CCCP-L5423	Tu-104A	AFL/West Sib.-OVB	trf	12aug57	
	CCCP-42329	Tu-104A	AFL/West Sib.-OVB	rgd	14aug59	
	CCCP-42329	Tu-104A	Aeroflot/USHVLP	trf	unknown	on charge as of 01may61; Ulyanovsk Advanced Flying Training College; trf 28aug61 to the Air Force and confirmed by order dated 06oct61, according to MGA document, see next line
7 66 003 01	CCCP-42329	Tu-104A	Soviet AF/AFL c/s	trf	25nov61	f/n Sperenberg 19aug74; l/n Sperenberg 08jun77; seen 06oct95 as fire-trainer at Bychav, Belarus
	CCCP-L5424	Tu-104A	AFL/Moscow (MUTA)	toc	07apr57	50 pax configuration
	CCCP-L5424	Tu-104A	AFL/East Sib.-IKT	trf	25apr57	rgd 11jun57
	CCCP-42330	Tu-104A	AFL/East Sib.-IKT	rgd	unknown	trf 25aug61 to the Air Force and confirmed by order dated 06oct61, according to MGA document, see next line
	CCCP-42330	Tu-104Sh	Sov. Navy/AFL c/s	trf	25nov61	c/n and transfer to the Armed Forces mentioned in Soviet register but not the registration; equipped with an "EN" radar (from the K-10) in the nose; opb ou 143 mrad at Kamenny Rucheyi and used as staff aircraft in the 1970s and early 1980s; f/n LED 26mar72; wfu 1981; used as a café in the centre of nearby Mongokhto since around 1984; destroyed by arson and scrapped in 1994
7 66 003 02	no code	Tu-107	Soviet Air Force	mfd	1958	tactical military transport; factory trials started sep58; underwent state trials with the NII VVS in summer 1959/spring 1960; then trf to the Ryazan paratroop school; helped to establish several world records in parachuting 29sep65
7 66 003 03	CCCP-L5425	Tu-104A	AFL/East Siberia	toc	09may57	rgd 10jul57 (given as 1956 in error ?); 50 pax configuration
	CCCP-L5425	Tu-104A	AFL/Far East	trf	24feb58	
	CCCP-L5425	Tu-104A	Aeroflot/LUTTs	trf	09may58	opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) of AFL/Western Siberia at OVB
	CCCP-42331	Tu-104A	MAP LII Ramenskoye	rgd	12mar60	soc 30sep64 as for tests
	CCCP-42331	Tu-104A	Soviet Gvt/AFL c/s	trf	30sep64	reportedly trf to Ulyanovsk Higher Flying School
7 66 004 01	CCCP-L5427	Tu-104A	AFL/Moscow (MUTA)	toc	31jul57	was already f/n PRG aug57; rgd 09sep57; 70 pax configuration
	CCCP-L5427	Tu-104A	AFL/East Sib.-IKT	trf	20sep57	upgraded to 85 pax configuration, date unknown
	CCCP-42333	Tu-104A	AFL/East Sib.-IKT	rgd	05may62	(CoFR renewal); photo CEK 1974; soc 27sep77 as life-time expired
	CCCP-L5426	Tu-104A	AFL/Far East-KHV	toc	26jun57	50 pax configuration; rgd 10jul57; based at KHV from 28jan58; later reportedly trf to the Novosibirsk Flight Training Centre (LUTTs), but transfer not mentioned in an MGA listing
	CCCP-42332	Tu-104A	AFL/Far East-KHV	trf	21jan59	new CoFR issued 11apr61; trf to the military 06oct61 according to an MGA listing, see next line
	CCCP-42332	Tu-104A	Sov. Navy/AFL c/s	trf	28nov61	according to other sources 25nov61; opb ou 25 mrad at Vladivostok-Knevichi; w/o 07feb81 on the first leg of a flight from Pushkin to Vladivostok-Knevichi with high-ranking officers of the Pacific Fleet (among them 16 admirals and generals) on board when took off with the MTOW exceeded by 2,500 kg and the centre of gravity out of the envelope (too far aft), lifted off with a speed 25 km/h lower than required and the pilots increased the angle of attack energetically, the aircraft stalled at a height of some 45-50 metres, banked to the right and crashed half-inverted some 500 metres from the runway threshold, all 6 crew and 44 passengers killed; this was the last Tu-104 that crashed
7 66 004 03	CCCP-L5428	Tu-104A	AFL/East Sib.-IKT	toc	10aug57	rgd 09sep57; 70 pax configuration; f/n VKO 1957; l/n VKO jun58
	CCCP-42334	Tu-104A	AFL/East Sib.-IKT	rgd	30may59	upgraded to 85 pax configuration, date unknown; canx may77 and soc 27sep77 as life-time expired
7 66 005 01	CCCP-L5429	Tu-104A	AFL/East Sib.-IKT	toc	06sep57	rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo in Putnam book
	CCCP-42335	Tu-104A	AFL/East Sib.-IKT	rgd	11sep62	(CoFR renewal); f/n DME 19aug75; was overloaded by five tonnes and failed to lift on take-off from Chita 17jul76, hitting an embankment at the end of the runway; soc 05aug76 and canx sep76
7 66 005 02	CCCP-L5430	Tu-104A	AFL/East Sib.-IKT	toc	06oct57	rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown
	CCCP-42336	Tu-104A	AFL/East Sib.-IKT	rgd	05may62	(CoFR renewal); photo 09feb63; canx 22sep77 and soc 30nov77 as life-time expired
7 66 005 03	OK-1956	Tu-104A	CSA	rgd	1957	reported as such on VZLU website as used in tests for the measurement of fuel consumption, the length of take-off and landing runs
	OK-LDA	Tu-104A	CSA	d/d	02nov57	named 'Praha'; started scheduled flights 09dec57; rgd 12nov57; last flight 14sep73 to Kbely; canx 29sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbely aviation museum (N50.125550 E14.538336), l/n jul07, all markings removed; seen again 02may08 freshly painted; l/n oct16
7 66 006 01	OK-LDB	Tu-104A	CSA	d/d	03dec57	named 'Bratislava'; rgd 09dec57; w/o 16aug63 when burnt on the ground at Bombay after a refuelling accident; canx 24aug63
7 66 006 02	OK-LDC	Tu-104A	CSA	d/d	30dec57	named 'Bmo'; rgd same date
	CCCP-87786	Tu-104A	Aeroflot			received this fake registration and full Aeroflot c/s for a movie in 1975/76
	OK-LDC	Tu-104A	CSA			canx 22sep76; preserved at Touzim, Czech Republic, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05, l/n may15
7 66 006 03	CCCP-L5431	Tu-104A	AFL/East Sib.-IKT	rgd	21feb58	toc 06jun58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown
	CCCP-42337	Tu-104A	AFL/East Sib.-IKT	rgd	06may62	(CoFR renewal); photo exists at OVB, date unknown, canx 20jan78 and soc 30jan78 as life-time expired
8 66 007 01	CCCP-L5432	Tu-104A	AFL/East Siberia	toc	06feb58	70 pax configuration; rgd 17mar58
	CCCP-42338	Tu-104A	Aeroflot	rgd	ju162	(CoFR renewal); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1960 (officially trf to the VDNKh 23apr60) until 1965 (according to other sources until dec63); trf to the Yegoryevsk Technical Aviation College 30jul65 for use as a ground instructional airframe, soc same date
8 66 007 02	CCCP-L5433	Tu-104A	AFL/Uzbekistan-TAS	rgd	05feb58	toc 07mar58; 70 pax configuration, later converted to 85 pax configuration, date unknown
	CCCP-42339	Tu-104A	AFL/Far East-KHV	trf	14apr59	rgd 17sep59
	CCCP-42339	Tu-104A	AFL/East Sib.-IKT	trf	10jul67	soc 27mar78 as life-time expired and canx same date
8 66 007 03	CCCP-L5453	Tu-104A	AFL/Moscow (MUTA)	toc	30mar58	rgd 06may58; 70 pax configuration; f/n VKO 1958
	CCCP-42353	Tu-104A	AFL/Moscow (MUTA)	rgd	20jun59	
	CCCP-42353	Tu-104A	Aeroflot/USHVLP	trf	24feb60	Ulyanovsk Advanced Flying Training College
	CCCP-42353	Tu-104A	AFL/West Siberia	trf	unknown	
	CCCP-42353	Tu-104A	Aeroflot/USHVLP	trf	24sep64	Ulyanovsk Advanced Flying Training College
	CCCP-42353	Tu-104A	AFL/Northern	trf	30aug68	
	CCCP-42353	Tu-104A	Aeroflot/USHVLP	trf	30sep68	Ulyanovsk Advanced Flying Training College
	CCCP-42353	Tu-104A	AFL/East Siberia	trf	08jul72	
	CCCP-42353	Tu-104A	Aeroflot/USHVLP	trf	08sep72	Ulyanovsk Advanced Flying Training College
	CCCP-42353	Tu-104A	AFL/Far East-KHV	trf	10sep73	soc 28mar76 as life-time expired
8 66 008 01	CCCP-L5458	Tu-104A	AFL/Far East-KHV	toc	03apr58	rgd 13may58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown; was the first Tu-104 based at KHV
	CCCP-42354	Tu-104A	AFL/Far East-KHV	rgd	11apr61	
	CCCP-42354	Tu-104A	AFL/Georgia-TBS	trf	12may67	
	CCCP-42354	Tu-104A	AFL/Ukraine-ODS	trf	09jun70	f/n VKO 30jun70; soc 22may78 as life-time expired; was preserved near the "Ekspodnabass" exhibition centre at Donetsk as a children's cinema named 'Orlyonok' and a café, seen apr82/1994 and broken up since
8 66 008 02	CCCP-42356	Tu-104A	AFL/Far East-KHV	rgd	28may58	toc 07jun58; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; soc 29aug77 as life-time expired
8 66 008 03	CCCP-42357	Tu-104A	AFL/Moscow (MUTA)	toc	07may58	rgd 19may58; 70 pax configuration; overran runway at Vladivostok 01feb61 when landing late and crew ignored signals to make a go-around; soc 02mar61 and canx same date
8 66 009 01	CCCP-42358	Tu-104A	AFL/East Sib.-IKT	toc	05jun58	rgd 07jun58; 70 pax configuration, later converted to 85 pax configuration, date unknown; soc 27mar78 as life-time expired
8 66 009 02	CCCP-42359	Tu-104A	AFL/East Sib.-IKT	toc	03jun58	f/n PRG 16jun68; rgd 27jun58; 70 pax configuration, later converted to 85 pax configuration, date unknown; soc 30jan78 as life-time expired
8 66 009 03	CCCP-42360	Tu-104A	AFL/Uzbekistan-TAS	toc	03jul58	rgd 07aug58; 70 pax configuration, later converted to 100 pax configuration, date unknown; f/n PKC 21oct59
	CCCP-42360	Tu-104A	AFL/Far East-KHV	trf	16apr59	seen KHV 28nov60 & may62

	CCCP-42360	Tu-104A	AFL/West Siberia	trf	06nov63	directorate not mentioned in MGA document; reportedly again (or still) with AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; soc 23aug78 as life-time expired
8 66 010 01	CCCP-42361	Tu-104A	AFL/Moscow (MUTA)	toc	02jul58	rgd 05aug58; assembled from Kharkov-built parts; 70 pax configuration, later converted to 100 pax configuration, date unknown; f/n VKO 30jun70
	CCCP-42361	Tu-104A	AFL/Ukraine-ODS	trf	27oct73	soc 23aug78 as life-time expired; was preserved in a park at Konotop from jun78; damaged by arson in 1998 and scrapped
8 66 010 02	CCCP-42362	Tu-104A	AFL/Moscow (MUTA)	mfd	31jul58	toc 01aug58; rgd 07aug58; 70 pax configuration; opb 200 AO; w/o 17oct58 on the leg from Omsk to Moscow of a flight from Beijing to Moscow, while flying a turn and descending the aircraft was thrown up by heavy turbulence to about 12,000 metres (above maximum allowed altitude) where it stalled, entered an almost vertical dive and crashed in a forest near Aplerka railway station (N55.467 E47.051) 27 km west of Kanash (Chuvashiya), all 9 crew and 71 passengers (mostly foreigners) killed; t/t 465 hours; soc 19dec58
8 66 010 03	CCCP-42363	Tu-104A	AFL/Far East-KHV	toc	02aug58	rgd 25aug58; 70 pax configuration, later converted to 85 pax configuration, date unknown; l/n DME 27aug75; soc 27sep77 as life-time expired
8 66 011 01	CCCP-42364	Tu-104A	AFL/Far East-KHV	toc	07sep58	rgd 11nov58; 70 pax configuration, later converted to 85 pax configuration, date unknown; f/n LHR late 1950s; l/n KHV 1965; soc 22sep78 as life-time expired
8 66 011 02	CCCP-42365 CCCP-42365	Tu-104A Tu-104A	AFL/East Siberia AFL/West Sib.-OVB	toc trf	05sep58 21may59	rgd 12nov58; 70 pax configuration, later converted to 100 pax configuration, date unknown canx 14jan78; soc 30jan78 as life-time expired; was preserved in the "Yubileiny" pioneers' camp near Tomsk (N56.46075 E85.10399), was used as a cinema and later as a café and received additional "Yubileiny 35" titles at some time, outer wings dismantled by jun14 and whole wings and tail dismantled by 19may15; to be eventually displayed on a road on the city limits of Tomsk; l/n 20aug15, in the process of being moved
8 66 011 03	CCCP-42366	Tu-104A	AFL/Far East-KHV	mfd	27sep58	toc 12oct58; rgd 19nov58; 70 pax configuration; opb 202 AORS; w/o 03sep62 on the leg from Khabarovsk to Petropavlovsk-Kamchatski of a flight from Moscow to Petropavlovsk when experienced severe vibration while climbing through 4,500 metres, went out of control and crashed in a swamp 15 km south-west of Kurun (Nanai district of the Khabarovsk region, 95.5 km north-east of Khabarovsk airport), all 7 crew and 79 passengers killed; no reason for the crash could be established by the investigation commission but there was rumour that the aircraft may have been shot down accidentally by a missile which had been launched from the Litovko training range; t/t 4,426 hours and 1,760 cycles; soc 14sep62 and canx same date
8 66 012 01	CCCP-42367	Tu-104A	AFL/Far East-KHV	toc	05oct58	rgd 11nov58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown; soc 27dec77 as life-time expired
8 66 012 02	CCCP-42368 OK-MDE	Tu-104A Tu-104A	AFL/Moscow (MUTA) CSA	toc d/d	07sep58 12mar62	rgd 17nov58; 70 pax configuration; f/n VKO mar60; canx 10feb62 as trf to Czechoslovakia; soc 16mar62 rgd 15mar62; named "Ostrava-MoUnov"; dbr 29aug73 on a flight from Damascus when force-landed at Nicosia after an emergency and ran off the right side of the runway, no casualties; canx 29sep73; wreck still present dec06/jun16
8 66 012 03	CCCP-42369	Tu-104A	AFL/Moscow (MUTA)	mfd	31oct58	toc 06nov58; rgd 17nov58; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n LHR 15jul59
	CCCP-42369	Tu-104A	AFL/Far East-KHV	trf	19jan70	opb 202 LO; w/o 13jan77 on the leg from Novosibirsk to Alma-Ata of a flight from Khabarovsk to Alma-Ata when the left engine caught fire on finals and the crew did not receive any information about the fire so that it was not extinguished, the fire damaged the control lines and the smoke disabled the crew, the aircraft crashed in a snow-covered field 2,780 metres before the runway threshold (at N43.376389 N77.102778 E), all 8 crew and 82 passengers killed; t/t 27,189 hours and 12,819 cycles; soc 24mar77
8 66 013 01	CCCP-42370	Tu-104A	AFL/Far East-KHV	mfd	22dec58	toc 08dec58; rgd 29dec58; 70 pax configuration; opb 202 AORS; w/o 30jun62 the leg from Irkutsk to Omsk of a flight from Khabarovsk to Moscow when was accidentally shot down by a surface-to-air missile which had gone astray during an air defence exercise in the Magansk area, the aircraft went out of control, entered a flat spin and crashed in a forest east of Voznesenka (Beryozovo district of the Krasnoyarsk region, 28 km east of Krasnoyarsk airport), all 8 crew and 76 passengers killed; t/t 3,726 hours; soc 24oct62 and canx same date
8 66 013 02	1302	Tu-104A	Czechoslovak AF	no	reports	data of this came from ARZ 400, but nothing known of this in the Czech Republic; went directly to the Soviet Air Force
	"48" red	Tu-104A-TS	Soviet Air Force	CKL	15aug99	prototype of the Tu-104A-TS cargo/medevac version, converted by an ARZ in the late 1960s or early 1970s; later used as zero-gravity trainer at Chkalovski; wfu in late 1970s; seen Chkalovski aug02/nov13, derelict; photo CKL 15apr16, fuselage in sections with wings removed; moved to a new position in Star City (N55.875598 E38.120213) by 23apr16; l/n 23jun16, still dismantled
8 66 013 03	1303	Tu-104A	Czechoslovak AF	no	reports	data of this came from VARZ-400, but nothing known of this in Czech Republic; went directly to the Soviet Air Force
	"03" blue	Tu-104A	Soviet Air Force	ph.	1965	at Sármelek (Hungary); in basic Aeroflot c/s, no titles; preserved at the 'Salyut' cultural centre (N6.446018, E43.567319) in the Gorodets district of the Nizhni Novgorod region and seen there jul06/nov14
9 66 014 01	CCCP-42371 CCCP-42371 CCCP-42371	Tu-104A Tu-104A Tu-104A	AFL/East Sib.-IKT AFL/West Siberia AFL/KIIGA	toc trf trf	18feb59 21may59 21sep78	rgd 20mar59; 70 pax configuration upgraded to 100 pax configuration, date unknown f/n LED 08jul70 damaged on landing Borispol in 1976 after engines were shut off in flight causing it to undershoot; trf 21sep78 to the Kiev Institute of Civil Aviation (KIIGA); soc 22jul81 as worn out
9 66 014 02	CCCP-42372	Tu-104A	AFL/West Sib.-OVB	toc	05mar59	rgd 20mar59; 70 pax configuration, later upgraded to 100 pax configuration, date unknown; f/n DME 19aug75; soc 29jul77 as life-time expired
9 66 014 03	CCCP-42373 CCCP-42373 CCCP-42374	Tu-104A Tu-104A Tu-104A	AFL/Far East-KHV AFL/Georgia AFL/Far East-KHV	toc trf toc	31mar59 12may67 01may59	rgd 20mar59; 70 pax configuration, later upgraded to 100 pax configuration, date unknown f/n LED 01aug70; soc 23aug78 as life-time expired rgd 09may59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo at VVO 1970; soc 27dec78 as life-time expired
9 66 015 02	CCCP-42375	Tu-104A	AFL/Far East-KHV	toc	31may59	rgd 08jun59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n DME 03oct72; soc 22sep78 as life-time expired
9 66 015 03	CCCP-42376 CCCP-42376	Tu-104A Tu-104A	LIJ Zhukovski MAP Tashkent APO	rgd trf	27jul59 01nov60	toc 07aug59; opb Novosibirsk Flight Training Centre (LUTTs) until 04jul60 (confirmed 13jan61); was preserved in front of the Pioneers' Palace at Prospekt Lenina 22 at Ishimbai from 1975; l/n 27mar05; destroyed by arson in 2005 and scrapped
9 66 016 01	CCCP-42377 CCCP-42377	Tu-104A Tu-104A	AFL/GosNII GVF AFL/Far East-KHV	toc trf	08jul59 06aug59	rgd 21aug59; 70 pax configuration later upgraded to 85 pax configuration, date unknown; soc 14jan77 as life-time expired
9 66 016 02	CCCP-42378	Tu-104A	AFL/East Sib.-IKT	toc	05aug59	rgd 14aug59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n DME 03oct72; soc 27jul78 as life-time expired; was preserved in a park at Usolye-Sibirskoye-17 (Irkutsk region), l/n 1986; probably scrapped
9 66 016 03	CCCP-42451	Tu-104A	AFL/Far East-KHV	toc	09sep59	rgd 30sep59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n VVO 1963; photo KHV 1977; last flight 15mar79; soc 23mar79 as life-time expired; canx 15apr79; preserved at Khabarovsk (City air terminal) since late 1979; scrapped in 1992; remains still present jul94
9 66 017 01	CCCP-42452	Tu-104A	AFL/Far East-KHV	mfd	10sep59	rgd 24sep59; toc 10nov59; 70 pax configuration; opb 202 AORS; w/o 20oct60 on the leg from Omsk to Irkutsk of a flight from Moscow to Khabarovsk when was diverted to Ust'-Orda due to bad weather at Irkutsk, on finals to Ust'-Orda the nose landing gear seemed not to have lowered (in fact it was a problem with the indication of the gear position), the captain opted for a go-around but did not act decisively and turned left at a height of 10-15 metres over the runway some 2 km behind its threshold, the aircraft lost height, hit a high-voltage power-line, crash-landed on a slope of a hill and caught fire, 3 of the 7 crew killed while the other 4 and 15 of the 61 passengers were injured; t/t 1,071 hours; soc 18nov60 and canx same date
9 66 017 02	CCCP-42453	Tu-104A	AFL/West Sib.-OVB	toc	07oct59	rgd 21oct59; 70 pax configuration, later converted to 100 pax configuration, date unknown; f/n DME 27aug75; soc 27sep77 as life-time expired
9 66 017 03	CCCP-42454 CCCP-42454	Tu-104A Tu-104LL2	G.K. Elektron MRP NPO "Vzlyot"	mfd rgd	late 59 03jan67	rgd 15feb61; in Aeroflot c/s in Aeroflot c/s; test-bed, used for trials of the weapons system of the MiG-31 by the GK NII VVS since 1973, for which a "Zaslon" radar was installed in the nose; informally called "Buratino" (Pinocchio) because of the form of its nose; fired twice R-33 air-to-air missiles in 1975; converted to "Tsiklon" weather control aircraft within the "Gроза" (thunderstorm) programme in late 1970s, carried a "Tsiklon" badge below the cockpit then; did not belong to AFL/GosNII GA or NII VVS as the other "Tsiklon" aircraft; canx 1981; report at AMS 24jun71 must be wrong
9 66 018 01	CCCP-L5457 CCCP-42457	Tu-104A Tu-104A	AFL/Far East-KHV	mfd toc	late 59 11dec59	in ARZ 400 listing, probably just allocated and was registered directly as CCCP-42457 rgd 08jan60; 70 pax configuration, later converted to 100 pax configuration, date unknown; soc 25oct78 as life-time expired
9 66 018 02	CCCP-42458	Tu-104A	AFL/East Sib.-IKT	toc	30dec59	rgd 15jan60; 70 pax configuration, later converted to 85 pax configuration, date unknown; soc 23mar79 as life-time expired and canx same date
9 66 018 03	OK-NDD	Tu-104A	CSA	d/d	07jan60	rgd 27jan60; named "Plzen"; w/o 01jun70 when crashed in fog on third approach to Tripoli, Libya, 13 killed; canx 02sep70
0 66 019 01	CCCP-42459 CCCP-42459 CCCP-42459	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International AFL/Ukraine	rgd trf trf	01feb60 15feb64 21oct71	toc 06feb60; 70 pax configuration; f/n LHR 22apr61 seen LGW 03jul66 canx may79; soc 13jul79 as life-time expired
0 66 019 02	CCCP-42460 CCCP-42460 CCCP-42460 CCCP-42460 CCCP-42460	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Moscow (MUTA) AFL/International AFL/Northern-LED	toc trf trf trf trf	07mar60 08oct60 19oct60 15feb64 16jul73	rgd 24mar60; 70 pax configuration; f/n LHR 30apr60 opb 235 OAO at VKO from 08sep60 until 19oct60 seen LGW 11may68; l/n LED 01aug70 soc 19mar80 as life-time expired; preserved at ulitsa Motorostroitelei at Rybinsk (N58.042922 E38.824536), seen nov87/sep16
0 66 019 03	CCCP-42461 CCCP-42461 CCCP-42461	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International AFL/East Sib.-IKT	toc trf trf	04apr60 14feb64 20jun72	rgd 21apr60; 70 pax configuration; f/n LHR 16may61 f/n LGW 04jun67; seen as freighter Zürich 04may72
0 66 020 01	CCCP-42462 CCCP-42462 CCCP-42462 CCCP-42462 CCCP-42462	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Ukraine Soviet Gvt/AFL c/s AFL/Moscow (MUTA) AFL/International AFL/West Sib.-OVB	trf toc trf trf trf	24feb79 05may60 13oct62 15feb64 16jan69	soc 16aug79 as life-time expired; was preserved on a playground in Chita; scrapped in the early 1990s rgd 15may60; 70 pax configuration; opb 235 OAO at VKO from 05may60 until 13sep62; f/n LHR 14mar61 converted to 100 pax configuration, date unknown; l/n AMS 08nov62 soc 16oct79 as life-time expired

0 66 020 02	CCCP-42463	Tu-104A	Soviet Gvt/AFL c/s	rgd	23may60	toc 06jun60; 70 pax configuration; opb 235 OAO at VKO from 06jun60 until 13sep62; f/n JFK 01oct60, but there is a press report of this aircraft flying Boston-Gander 19sep60 converted to 82 pax configuration, date unknown trf date according MGA document, but seen LHR 20aug63 on the regular SVO service; photo AMS jul69
	CCCP-42463	Tu-104A	AFL/Moscow (MUTA)	trf	13sep62	
	CCCP-42463	Tu-104A	AFL/International	trf	13feb64	
	CCCP-42463	Tu-104A	AFL/West Sib.-OVV	trf	12jan70	
	CCCP-42463	Tu-104A	AFL/Ukraine	trf	17feb79	
0 66 020 03	CCCP-42464	Tu-104A	Soviet Gvt/AFL c/s	toc	01jul60	soc 16oct79 as life-time expired rgd 15jul60; 70 pax configuration; opb 235 OAO at VKO from 01jul60 until 13sep62; photo PRG aug60
	CCCP-42464	Tu-104A	AFL/Moscow (MUTA)	trf	13sep62	
	CCCP-42464	Tu-104A	AFL/International	trf	15feb64	
	CCCP-42464	Tu-104A	AFL/Northern-LED	trf	13dec68	seen LGW 23mar66 and LHR 02aug66 on SVO service seen on photo dated 1978 taken at LED; soc 16nov79 as life-time expired; used as an instructional airframe, photo exists, and as such explaining the report at LED 05sep81

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

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

8 2 01 01	CCCP-42399	Tu-104B	AFL/GosNII GVF	toc	02oct58	rgd 20nov58; Tu-104B prototype; 100 pax configuration; in Aeroflot c/s; used for atmospheric research (for example of the jetstreams) in 1959
	CCCP-42399	Tu-104B	Aeroflot/KRAUSS	trf	20sep61	Krivorozhskoye aviatsionnoye uchilishche spetsialnykh sluzhb (Kriovi Rog Special Aviation College); soc 27apr62 used as a ground instructional airframe; still present oct79, fate ? rgd 13apr59; 100 pax configuration
8 2 01 02	CCCP-42400	Tu-104B	AFL/Moscow (MUTA)	toc	02apr59	f/n VKO 02oct72; upgraded to 105 pax configuration, date unknown
	CCCP-42400	Tu-104B	AFL/Ukraine	trf	02apr61	
	CCCP-42400	Tu-104B	AFL/GosNII GVF	trf	22mar77	first Tu-104 to reach 18,000 cycles; soc 27jul78 as life-time expired and underwent fatigue tests
8 2 01 03	CCCP-42401	Tu-104B	AFL/Moscow (MUTA)	toc	02apr59	rgd 13apr59; 100 pax configuration
	CCCP-42401	Tu-104B	AFL/West Siberia	trf	26may62	upgraded to 105 pax configuration, date unknown; canx may77 and soc 30jun77 as life-time expired
8 2 01 04	CCCP-42402	Tu-104B	AFL/West Sib.-OVV	toc	07apr59	rgd 25apr59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; soc 29aug77 as life-time expired
	CCCP-42403	Tu-104B	LII GKAT	trf	jul59	100 pax configuration
	CCCP-42403	Tu-104B	AFL/GosNII GVF	trf	09mar60	rgd 22apr60; was equipped with wing fences for tests; upgraded to 105 pax configuration, date unknown
	CCCP-42403	Tu-104B	AFL/Northern	trf	17oct67	f/n AMS 19jun68; l/n ZRH 03aug75; soc 30nov78 as life-time expired
8 2 02 01	CCCP-42404	Tu-104B	AFL/Moscow (MUTA)	toc	30apr59	rgd 08may59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown
	CCCP-42404	Tu-104B	AFL/Northern	trf	11jan62	f/n LED 06jul70
	CCCP-42404	Tu-104B	AFL/Ukraine	trf	01jun76	soc 18nov76 as life-time expired
8 2 02 02	CCCP-42405	Tu-104B	AFL/West Sib.-OVV	toc	08apr59	rgd 25apr59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; photo may68; landed 154 metres short of the runway at Irkutsk in poor weather 25jul71; soc 21sep71 following the accident
	CCCP-42406	Tu-104B	AFL/West Sib.-OVV	trf	24apr59	rgd 06may59; 100 pax configuration; soc 05jul66, destroyed by fire, details unknown
8 2 02 03	CCCP-42407	Tu-104B	AFL/West Sib.-OVV	trf	25apr59	rgd 06may59; 100 pax configuration; photo VVO 1972; last flight 09mar77 to Barnaul; canx mar77; preserved in the Culture & Recreation Park at Barnaul reportedly since 09mar77; soc 30apr77 as life-time expired; scrapped in 1987 or 1988
8 2 02 05	CCCP-42408	Tu-104B	AFL/East Sib. OVB	toc	06may59	rgd 18may59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; hit a snow wall before the runway at Omsk 19mar72, on the fifth landing attempt in bad weather; soc 03may72 following the accident
8 2 03 01	CCCP-42409	Tu-104B	AFL/Moscow (MUTA)	trf	18may59	rgd 21may59; 100 pax configuration
	CCCP-42409	Tu-104B	AFL/Uzbekistan	trf	13apr60	upgraded to 105 pax configuration, date unknown
	CCCP-42409	Tu-104B	AFL/Georgia	trf	13mar65	overran the runway at Sukhumi 14oct66, resulting in the nose gear collapsing (photo with the nose down off the runway exists); repaired; f/n LGW 02jul72
8 2 03 02	CCCP-42409	Tu-104B	AFL/East Siberia	trf	18jul77	canx 06jan79; soc 24jan79 as life-time expired
	CCCP-42410	Tu-104B	AFL/Moscow (MUTA)	trf	12may59	rgd 20may59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; f/n VKO 02oct72
	CCCP-42410	Tu-104B	AFL/West Siberia	trf	18jan73	soc 30jan78 as life-time expired
8 2 03 03	CCCP-42411	Tu-104B	AFL/East Sib.-IKT	trf	19may59	rgd 04jun59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; canx and soc 31oct73, airframe damaged by mercury, details unknown
8 2 03 04	CCCP-42412	Tu-104B	AFL/Moscow (MUTA)	trf	12may59	rgd 21may59; f/n LHR mid59; 100 pax configuration; later upgraded to 105 pax configuration, date unknown
	CCCP-42412	Tu-104B	AFL/Uzbekistan	trf	25dec63	transfer not mentioned in MGA document
	CCCP-42412	Tu-104B	AFL/Moscow-DME	trf	16mar66	featured in the Soviet movie 'Nepodsuden' (Jurisdiction) shot in 1969; transfer not mentioned in MGA document
	CCCP-42412	Tu-104B	AFL/International	trf	12feb71	f/n LGW 30may71; l/n AMS 31jul73
	CCCP-42412	Tu-104B	AFL/East Siberia	trf	08jan74	
	CCCP-42412	Tu-104B	AFL/West Sib.-OVV	trf	unknown	on charge as of 01apr74; last flight 29dec78; t/t 27,705 hours; canx jan79 and soc 24jan79 as life-time expired; was to be displayed as a gate guard at Novosibirsk-Tolmachovo airport, but was nevertheless scrapped
8 2 03 05	CCCP-42413	Tu-104B	AFL/East Sib.-IKT	trf	19may59	rgd 04jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown; photo may68; soc 27mar78 as life-time expired
8 2 04 01	CCCP-42414	Tu-104B	AFL/East Sib.-IKT	trf	30may59	rgd 26jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown
	CCCP-42414	Tu-104B	AFL/Moscow (MUTA)	trf	01feb65	f/n VKO 30jun70
	CCCP-42414	Tu-104B	AFL/Far East	trf	24apr72	
	CCCP-42414	Tu-104B	AFL/Ukraine	trf	30mar73	l/n LGW 09jun73; canx jan79 and soc 27feb79 as life-time expired
9 2 04 02	CCCP-42415	Tu-104B	AFL/Uzbekistan-TAS	trf	09jul59	rgd 05aug59; c/n in MGA document as 820402; 100 pax configuration, later converted to 115 pax configuration, date unknown; f/n VKO 06may61
	CCCP-42415	Tu-104B	AFL/Ukraine-KBP	trf	08feb63	l/n LGW sep74; canx 30nov77 as life-time expired; trf to 9 NIU GKNII VVS (mil. unit 21239) at Vladimirovka
9 2 04 03	CCCP-42416	Tu-104B	AFL/Moscow (MUTA)	trf	04jul59	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
	CCCP-42416	Tu-104B	Aeroflot/USHVLP	trf	14nov72	Ulyanovsk Advanced Flying Training College
	CCCP-42416	Tu-104B	AFL/Northern	trf	28jul73	f/n LHR 22mar74; l/n LGW 02nov74; soc 23mar79 as life-time expired and canx same date
9 2 04 04	CCCP-42417	Tu-104B	AFL/Moscow (MUTA)	trf	04jul59	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
	CCCP-42417	Tu-104B	AFL/West Siberia	trf	15jan73	canx 06jan79; soc 24jan79 as life-time expired; preserved at the Training School at Omsk (N54.966353 E73.333132) in new (post-1973) c/s, f/n jul93, seen late 2002 in poor condition and again 2006 and was abandoned by sep09 wfu with doors open, still present jul14/jun16
9 2 04 05	CCCP-42418	Tu-104B	AFL/Moscow (MUTA)	trf	04jul59	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
	CCCP-42418	Tu-104B	AFL/Georgia	trf	02mar68	
	CCCP-42418	Tu-104B	AFL/West Sib.-OVV	trf	unknown	on charge as of 01jul74; f/n LED 11aug75; soc 23aug78 as life-time expired
9 2 05 01	CCCP-42419	Tu-104B	AFL/Northern-LED	rgd	13apr59	toc 03aug59; first Tu-104 at LED, based there since 15apr59; 100 pax configuration; f/n LHR 11jul69; l/n LHR 08jun76; canx 22sep77; trf to Riga Aviation Institute (RKIIGA) sep77 and used as ground instructional airframe; soc 30nov77 as life-time expired; was preserved in a park at ul Maskavas (Moscow Street) at Riga, seen either 1979 or 1983; probably scrapped in the late 1980s
9 2 05 02	CCCP-42420	Tu-104B	AFL/Georgia-TBS	trf	01apr59	rgd 15apr59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n VKO 30jun70; soc 27dec77 as life-time expired
	CCCP-42421	Tu-104B	AFL/West Sib.-OVV	trf	31mar59	rgd 25apr59; 100 pax configuration; soc 31may77 as life-time expired
9 2 05 03	CCCP-42422	Tu-104B	AFL/Georgia-TBS	trf	01apr59	rgd 15jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n DME 03oct72; soc 27dec77 as life-time expired
9 2 05 05	CCCP-42423	Tu-104B	AFL/East Sib.-IKT	trf	02apr59	rgd 19may59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n IKT 12dec77 still operational; soc 23aug78 as life-time expired
9 2 06 01	CCCP-42424	Tu-104B	AFL/Georgia-TBS	trf	01apr59	rgd 15apr59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n VKO 04oct72; soc 30apr77 as life-time expired; was preserved at Sukhumi airport; destroyed during the civil war in Abkhazia in 1993
9 2 06 02	CCCP-42425	Tu-104B	AFL/Northern-LED	trf	18apr59	rgd 27apr59; 100 pax configuration, later converted to 105 pax configuration, date unknown; photo LED 1966; f/n AMS 13nov68; l/n LED 01aug70; canx oct76; soc 30dec76 as life-time expired
9 2 06 03	CCCP-42426	Tu-104B	AFL/Moscow (MUTA)	trf	22apr59	d/d 08may59; 100 pax configuration
	CCCP-42426	Tu-104B	AFL/Uzbekistan	trf	17jul59	converted to 105 pax configuration, date unknown
	CCCP-42426	Tu-104B	AFL/East Sib.-IKT	trf	12mar65	soc 30nov77 as life-time expired
9 2 06 04	CCCP-42427	Tu-104B	AFL/Uzbekistan-TAS	trf	13may59	rgd 11jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown
	CCCP-42427	Tu-104B	AFL/West Sib.-OVV	trf	13mar65	f/n VKO 02oct72; soc 27sep77 as life-time expired
9 2 06 05	CCCP-42428	Tu-104B	AFL/East Sib.-IKT	trf	06may59	rgd 18may59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11aug75; soc 25oct78 as life-time expired
9 2 07 01	CCCP-42429	Tu-104B	AFL/Northern-LED	trf	31may59	rgd 04jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 27may70; l/n LHR 01mar74; soc 27mar78 as life-time expired and canx same date; still seen LED aug78
9 2 07 02	CCCP-42430	Tu-104B	AFL/Moscow (MUTA)	trf	06jun59	rgd 17jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LBG jun59
9 2 07 03	CCCP-42430	Tu-104B	AFL/Northern-LED	trf	11may60	seen LGW 11jun72; in incident report 16apr74 after a near miss with Il-62M CCCP-86700 over Serbino near Leningrad; l/n LED 11apr75; canx may77; soc 30jun77 as life-time expired
	CCCP-42431	Tu-104B	AFL/West Sib.-OVV	trf	05jun59	rgd 24jun59; 100 pax configuration; f/n VKO 1960; photo exists at OVB, date unknown; soc 30jun77 as life-time expired
9 2 07 04	CCCP-42432	Tu-104B	AFL/West Sib.-OVV	trf	05jun59	rgd 24jun59; 100 pax configuration; soc 29jul77 as life-time expired
9 2 07 05	CCCP-42433	Tu-104B	AFL/West Sib.-OVV	trf	01jul59	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
	CCCP-42433	Tu-104B	AFL/Moscow (MUTA)	trf	25jun62	
	CCCP-42433	Tu-104B	AFL/Georgia	trf	04feb63	f/n DME 03oct72; soc 28mar77 as worn out
9 2 08 01	CCCP-42434	Tu-104B	AFL/Northern-LED	trf	31may59	rgd 10jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 27may70; l/n LHR 28dec73; soc 22may78 as life-time expired and canx same date
9 2 08 02	CCCP-42435	Tu-104B	AFL/East Sib.-IKT	trf	02jul59	rgd 05aug59; 100 pax configuration, later converted to 105 pax configuration, date unknown; soc 23aug78 as life-time expired
9 2 08 03	CCCP-42436	Tu-104B	AFL/Uzbekistan-TAS	trf	08jul59	rgd 05aug59; 100 pax configuration, later converted to 105 pax configuration, date unknown;
	CCCP-42436	Tu-104B	AFL/East Sib.-IKT	trf	10apr65	landed 600 metres short of runway Irkutsk 28apr69; soc 29jul71

9 2 08 04	CCCP-42437	Tu-104B	AFL/East Sib.-IKT	toc	23jul59	rgd 05aug59; 100 pax configuration, later converted to 105 pax configuration, date unknown; soc 30jan78 as life-time expired
9 2 08 05	CCCP-42438	Tu-104B	AFL/West Sib.-OVV	toc	04aug59	rgd 14aug59; 100 pax configuration; right engine failed after take-off Sverdlovsk 13mar61 and made an emergency landing on a lake; soc 23may61 and canx same date
9 2 09 01	CCCP-42439	Tu-104B	AFL/Northern-LED	toc	03aug59	rgd 25aug59; 100 pax configuration, later converted to 105 pax configuration, date unknown; featured in the Soviet movie "Devchonka, s kotoroi ya družil" shot in 1963; f/n SVO 08jul70; l/n LHR sep72; canx mar75 and soc 29apr75 as life-time expired
9 2 09 02	CCCP-42440	Tu-104B	AFL/East Sib.-IKT	toc	28aug59	rgd 11sep59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11jul70; soc 30jan78 as life-time expired
9 2 09 03	CCCP-42441 CCCP-42441	Tu-104E Tu-104E	AFL/GosNII GVF MAP Tashkent APO	mfd trf	late 59 unknown	toc 23nov59; first Tu-104E prototype, in Aeroflot c/s; f/f jan60; rgd 01mar60; 100 pax configuration on charge as of 01sep62; trf Kulbyshev Aviation Institute 20feb66, later Samara State Aerospace University; soc 22oct66 for display as a 'monument'; seen preserved (N53.241450 E50.363535) apr93/oct14
9 2 09 04	CCCP-42442 CCCP-42442 CCCP-42442 CCCP-42442 CCCP-42442	Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/International AFL/Moscow (MUTA) AFL/International AFL/East Siberia AFL/Ukraine-ODS	toc trf trf trf trf	01sep59 15feb64 jun66 21may71 02nov73 1973	rgd 08sep59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n HND 23sep59; photo in "Grazhdanskaya Aviatsiya" magazine at AMS sep62 transfer not mentioned in MGA document based at DME; transfer not mentioned in MGA document f/n SVO 02jun71
9 2 09 05	CCCP-42443	Tu-104E	AFL/GosNII GVF	rgd	08sep59	transfer not mentioned in MGA document; l/n AMS 21jul73; soc 28apr79 as life-time expired; was preserved in the Chkalov park at Dnipropetrovsk from 1980; scrapped nov86
9 2 10 01	CCCP-42443 CCCP-42444 CCCP-42444	Tu-104E Tu-104B Tu-104B	AFL/Krivoi Rog FS AFL/Moscow (MUTA) AFL/Ukraine-ODS	trf mfd trf	02jun66 19sep59 06apr72	toc 04aug61 according to MGA document; second Tu-104E prototype, 100 pax configuration; in Aeroflot c/s f/n LED 22jul70; soc 14jan77 as worn out toc 27sep59; rgd 03oct59; 100 pax configuration, later converted to 115 pax configuration, date unknown; was the first aircraft on a scheduled flight from DME 25mar64, thus officially opening the airport l/n LGW 02jun72; opb 90 LO; w/o 17mar79 on a flight from Moscow-Vnukovo to Odessa when a false fire warning in the left engine (caused by hot air leaking from a de-icing system pipe) appeared 5 seconds after lift-off and forced the crew to shut the engine down after 6 minutes and return to Vnukovo, as the crew was not sure whether the engine fire had been extinguished it did not dump fuel so that the maximum landing weight was exceeded by 10.2 t, while descending in the clouds the aircraft suffered from heavy icing, on finals at night in bad visibility and with a tailwind the aircraft descended too fast and dropped below the glide path (due to the weight and the icing), a go-around was not possible under these conditions with only one engine working, so the aircraft hit a mast of a high-voltage power-line 14 minutes after take-off, crashed in a forest near Kievskoye shosse (N55.598889 E37.308889) and broke up, 1 of 6 crew and 57 of 113 passengers killed (most survivors were severely injured); t/t 24,356 hours and 14,118 cycles; canx 1979; this accident resulted in the decision to withdraw the Tu-104 from civil passenger service nov79; soc 10may79
9 2 10 02	CCCP-42445 CCCP-42445	Tu-104B Tu-104B	AFL/Uzbekistan-TAS AFL/Ukraine-KBP	toc trf	07oct59 20jan66	rgd 29oct59; 100 pax configuration, later converted to 115 pax configuration, date unknown f/n VKO 06apr72; soc 27sep77 as life-time expired; seen derelict KBP 07sep92 without undercarriage
9 2 10 03	CCCP-42446 CCCP-42446	Tu-104B Tu-104B	AFL/Georgia-TBS AFL/Ukraine	toc trf	06nov59 07dec77	rgd 18dec59; 100 pax configuration, later converted to 105 pax configuration, date unknown soc 27feb78 as life-time expired; was preserved in Leninski Komsomol park at Odessa from around 1979/80; scrapped
9 2 10 04	CCCP-42447	Tu-104B	AFL/Northern-LED	rgd	02dec59	100 pax configuration; hit approach lights in bad weather Odessa 10jul61; soc 17aug61 and canx same date
9 2 10 05	CCCP-42448 CCCP-42448	Tu-104B Tu-104B	AFL/Ukraine AFL/Northern-LED	toc trf	18dec59 11jan60	100 pax configuration rgd 28jan60; later converted to 105 pax configuration, date unknown; f/n LGW 10aug70; featured in the Soviet movie "Sibiriyada" shot in 1976; soc 23feb78 as life-time expired; canx 28feb78; l/n LED aug78
9 2 11 01	CCCP-42449 CCCP-42449 CCCP-42449 CCCP-42449	Tu-104B Tu-104B Tu-104B Tu-104B	Soviet Gvt/AFL c/s AFL/Moscow (MUTA) AFL/West Siberia AFL/Ukraine	toc trf trf trf	05jan60 20jan61 20jul65 20nov72	rgd 20jan60; opb 235 OAO at VKO from 05jan60 until 20jan61; 100 pax configuration; f/n DRS 11apr60 converted to 105 pax configuration, date unknown
9 2 11 02	CCCP-42450	Tu-104B	AFL/West Sib.-OVV	toc	08jan60	soc 30sep75 as worn out rgd 14jan60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n VKO may60; converted to a Tu-104B-TS cargo/medevac version by an ARZ in the early 1970s; photo CEK 1974; soc 18nov76 as life-time expired
	CCCP-L5412(2)	Tu-104B	Aeroflot	VKO	aug81	preserved at Vnukovo since 15sep76 with this fake registration (to commemorate the 20th anniversary of the first Tu-104 passenger flight by the original CCCP-L5412(1), c/n 5350001, which was tested to destruction), removed 23sep04 and scrapped; see c/ns 5350001 and 021905
0 2 11 03	CCCP-42465 CCCP-42465 CCCP-42465	Tu-104B Tu-104B Tu-104B	AFL/Uzbekistan-TAS AFL/International AFL/Ukraine	toc trf trf	04feb60 04feb60 16mar71	100 pax configuration; see same trf date next line rgd 24mar60; f/n LHR 12nov64; l/n LGW 29aug65 canx jan80; soc 18jan80 as life-time expired
0 2 11 04	CCCP-42466	Tu-104B	AFL/Far East-KHV	trf	20feb60	rgd 14apr60; 100 pax configuration; soc 27sep77 as life-time expired
0 2 11 05	CCCP-42467	Tu-104B	AFL/Far East-KHV	toc	23feb60	rgd 14apr60; 100 pax configuration; canx 23mar79 and soc same date as life-time expired
0 2 12 01	CCCP-42468	Tu-104B	AFL/West Sib.-OVV	toc	29feb60	rgd 24mar60; 100 pax configuration, later converted to 115 pax configuration, date unknown; l/n AMS 21jul68; converted to Tu-104B-TS cargo/medevac version by an ARZ in the early 1970s; soc 27sep77 as life-time expired
0 2 12 02	CCCP-42469 CCCP-42469 CCCP-42469	Tu-104B Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Ukraine-ODS	toc trf trf	08mar60 27mar72 17apr79	rgd 24mar60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n DRS 11apr60 transfer not mentioned in MGA document; l/n PRG 12may79; canx 17apr80 and soc same date as life-time expired; was preserved at Dneprodzerzhinsk (Ukraine); scrapped probably in 1991, as 1991 photos show it was destroyed due to arson
0 2 12 03	CCCP-42470	Tu-104B	AFL/Georgia-TBS	toc	22mar60	rgd 13may60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n DME 27aug75; soc 27oct77 as life-time expired
0 2 12 04	CCCP-42471	Tu-104B	AFL/Northern-LED	mfd	22feb60	toc 24mar60; rgd 13apr60; opb 205 LO 1-go Leningradskogo OAO; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LHR 05apr68; w/o 28nov76 on a flight from Moscow-Sheremetyevo to Leningrad when the PP-1PM artificial horizon failed (probably due to failure of the 36 V electrical system) shortly after take-off at night in bad visibility, the crew lost spatial orientation, the aircraft banked first to the right and then to the left, reaching a bank angle of 90 degrees, lost height, crashed in a wood near Klushino in the Solnechnogorsk district of the Moscow region (N56°01'11" E37°17'30") and exploded, all 6 crew and 67 passengers killed; t/t 22,199 hours 30 minutes and 13,336 cycles; soc 11feb77
0 2 12 05	CCCP-42472 CCCP-42472 CCCP-42472	Tu-104B Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/Ukraine-KBP AFL/East Siberia	toc trf trf	12apr60 28apr61 23jan73	rgd 23apr60; 100 pax configuration, later converted to 105 pax configuration, date unknown dbr when right main gear broke on heavy landing Novosibirsk 30aug75; soc 30dec76 as a result of this accident
0 2 13 01	CCCP-42473 CCCP-42473	Tu-104B Tu-104B	AFL/Far East-KHV AFL/Ukraine	toc trf	20apr60 10feb79	rgd 11may60; 100 pax configuration; f/n IKT late77 canx 17apr80 and soc same date as life-time expired; was preserved in Park Pobedy (Victory Park) at Sevastopol; photo (date unknown) with tail cut off
0 2 13 02	CCCP-42474 CCCP-42474 CCCP-42474 CCCP-42474 CCCP-42474	Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/International AFL/Ukraine AFL/International AFL/Ukraine	toc trf trf trf trf	05may60 15feb64 06jun67 20jul67 15jul73	f/n LGW 22may66 soc 10oct79 as life-time expired; was preserved in Park im. Chkalova at Dnepropetrovsk from 1979, photos taken in 1981/82, scrapped in 1987
0 2 13 03	CCCP-42475 CCCP-42475 CCCP-42475 CCCP-42475	Tu-104B Tu-104B Tu-104B Tu-104B	AFL/East Sib.-IKT AFL/International AFL/East Sib.-IKT AFL/West Sib.-OVV	toc trf trf toc	30apr60 25apr72 1973 30apr60	rgd 16may60; 100 pax configuration, later converted to 105 pax configuration, date unknown transfer not mentioned in MGA document transfer not mentioned in MGA document; canx jun78 and soc 25oct78 as life-time expired rgd 19may60; 100 pax configuration; crashed on go-around Novosibirsk 09jun64 in bad weather; canx 10jul64 and soc same date
0 2 13 05	CCCP-42477 CCCP-42477	Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/Ukraine	toc trf	05may60 04jan73	rgd 25may60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LHR 19may61 l/n LGW 02apr74; soc 16oct79 as life-time expired; was preserved at the crossing of ul. Kosmonavtov and ul. Engelsa at Druzhkivka (Donetsk region of Ukraine); scrapped in 2000
0 2 14 01	CCCP-42478	Tu-104B	AFL/Ukraine-KBP	toc	30may60	rgd 23jun60; 100 pax configuration, later converted to 115 pax configuration, date unknown; soc 30nov77 as life-time expired and canx same date; trf to 9 NIU GKNII VVS (mil. unit 21239) at Vladimirivka
0 2 14 02	CCCP-42479	Tu-104B	AFL/West Sib.-OVV	toc	24may60	rgd 23jun60; 100 pax configuration; f/n GVA 03jun68; converted to a Tu-104B-TS cargo/medevac version by an ARZ 21feb72; soc 30jun77 as life-time expired
0 2 14 03	CCCP-42480	Tu-104B	AFL/Ukraine-KBP	toc	11jun60	rgd 23jun60; 100 pax configuration, later converted to 115 pax configuration, date unknown; f/n LED 12aug68; l/n LGW 29apr72; soc 14jan77 as life-time expired
0 2 14 04	CCCP-42481 CCCP-42481 CCCP-42481	Tu-104B Tu-104B Tu-104B	AFL/GosNII GVF AFL/Uzbekistan-TAS AFL/West Sib.-OVV	toc trf trf	15jun60 19jul60 13mar65	100 pax configuration rgd 04aug60 photo exists at OVB, date unknown; soc 30jan78 as life-time expired
0 2 14 05	CCCP-42482	Tu-104B	AFL/West Sib.-OVV	toc	10jun60	rgd 23jun60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11jul70; converted to Tu-104B-TS cargo/medevac version by an ARZ 21feb72; last flight 25mar77 to Kazan and was preserved at factory # 22 (KAPO); soc 31may77 as life-time expired; broken up by 1997
0 2 15 01	CCCP-42483	Tu-104B	AFL/Northern-LED	rgd	23jul60	toc 01aug60; 100 pax configuration; crashed near Leningrad 18may63 when reduced below minimum safe approach speed because of bad crew co-ordination; canx 07jul63; soc 17jul63
0 2 15 02	CCCP-06195	Tu-104B	GKAT Zhukovski	rgd	13jul62	avionics test-bed for inertial and astro-inertial navigation systems; seen ZIA aug92/sep93 derelict but was gone by aug95; sequential registration CCCP-42484 was used on Tu-16 c/n 62203208
0 2 15 03	CCCP-42485 CCCP-42485	Tu-104B Tu-104B	AFL/Ukraine-KBP AFL/East Siberia	toc trf	14jul60 10dec72	rgd 28jul60; 100 pax configuration, later converted to 115 pax configuration, date unknown soc 24apr78 as life-time expired; used for anti-terrorist training at the MVD training area at Balashikha (visible from the road from Moscow to Monino just before Monino when looking backwards on the North side of the road just North of the military heliport N55.808262 E38.039946), seen sep90/mar02 in reasonable condition; no longer visible on Google Earth, so probably broken up

0 2 15 04	CCCP-42486	Tu-104B	AFL/Georgia-TBS	mfd	05jul60	toc 21jul60; rgd 23sep60; 100 pax configuration, later converted to 115 pax configuration, date unknown; opb 112 LO; w/o 13oct73 on a flight from Kutaisi to Moscow-Domodedovo when the power supply of the KS-8 compass system and the PP-1PM artificial horizons failed on finals at night in bad visibility, the crew lost spatial orientation, the aircraft entered a left spin (at a height of less than 400 metres) and crashed in a field 16.3 km north-west of the runway threshold, all 8 crew and 114 passengers (among them 8 illegal ones) died; t/t 16,250 hours and 9,776 cycles; soc 26jan74
0 2 15 05	CCCP-42487	Tu-104B	AFL/Northern-LED	rgd	04aug60	toc 23aug60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11jul70; seen LGW 29jul73; soc 22may78 as life-time expired; preserved at the KAPO factory at Kazan since 25mar77 but no sightings since the 1990s
0 2 16 01	CCCP-42488	Tu-104B	AFL/East Sib.-IKT	toc	26jul60	rgd 10aug60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 27may70; soc 30nov78 as life-time expired
0 2 16 02	CCCP-42489	Tu-104B	AFL/Ukraine-KBP	toc	11aug60	rgd 26aug60; 100 pax configuration, later converted to 115 pax configuration, date unknown; f/n LED 11aug75; soc 30nov77 as life-time expired
0 2 16 03	CCCP-42490	Tu-104B	AFL/Ukraine-KBP	toc	15aug60	rgd 03sep60; 100 pax configuration, later converted to 115 pax configuration, date unknown; f/n late 1966; crashed after take-off Vnukovo 10oct71 after an in-flight explosion in the rear cargo bay destroyed the controls; soc 03jan72
0 2 16 04	CCCP-42491	Tu-104B	AFL/Moscow (MUTA)	toc	25aug60	rgd 11oct60; 100 pax configuration; f/n LHR 20feb61; crashed on approach to Sofia 04jun62, attempting to return to Sofia after the left engine was shut down on take-off; soc 10jul62 and canx same date
0 2 16 05	CCCP-42492 CCCP-42492	Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/East Sib.-IKT	toc trf	25aug60 unknown	mfd given as 26aug60 !; rgd 11oct60; 100 pax configuration; f/n LHR 11jun61 transfer not mentioned in MGA document; w/o 13jul63 on the leg from Beijing to Irkutsk of a flight from Beijing to Moscow (flown by a crew from 207 AO MUTA) when descended too fast through low clouds on finals, hit approach lights 2,450 metres from the runway threshold (between the outer and inner marker) and touched a hill shortly after, continued to fly for 700 metres, eventually crashed 1,880 metres before the runway threshold and burnt out, all 8 crew and 25 of the 27 passengers killed (probably water had entered the static line, causing distorted indications of horizontal and vertical speed as well as of altitude); t/t 2,497 hours and 1,138 cycles; soc 12aug63 and canx same date
0 2 17 01	CCCP-42493 CCCP-42493 CCCP-42493 CCCP-42493 CCCP-42494	Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/International AFL/Ukraine-ODS AFL/East Siberia AFL/West-Sib.-OVV	toc trf trf trf toc	25aug60 15feb64 14sep71 02nov73 29oct60	rgd 11oct60; 100 pax configuration; f/n DR5 13apr61 l/n BUD 14aug71 transfer not mentioned in MGA document soc 16aug79 as life-time expired
0 2 17 02	CCCP-42494	Tu-104B	AFL/West-Sib.-OVV	toc	29oct60	rgd 21nov60; 100 pax configuration; f/n LED 22jul70; converted to a Tu-104B-TS cargo/medevac version by an ARZ 21feb72; soc 27dec77 as life-time expired; donated by NAPO im. Chkalova to the city of Novosibirsk in 1979 and transported to the "Beryozovaya roshcha" park (order dated 28mar79, was to be put up until 01jun79); used as café "Samolyot" (aircraft) in 1983 (the modifications took several years), but was closed down after several months due to deficiencies in hygiene; removed in 1985; remains l/n near Irkutsk-Zapadny airfield in 1989; scrapped
0 2 17 03	CCCP-42495	Tu-104B	AFL/Moscow (MUTA)	toc	15sep60	rgd 11oct60; 100 pax configuration; f/n AMS 21sep62; crashed on test flight from Sheremetyevo 25oct62 as the rudder controls were mounted the wrong way round during maintenance !; soc 24dec62 and canx same date
0 2 17 04	CCCP-42496	Tu-104B	AFL/West Sib.-OVV	toc	01oct60	rgd 26oct60; 100 pax configuration, later converted to 105 pax configuration, date unknown; converted to Tu-104B-TS cargo/medevac version by an ARZ 21feb72; soc 29aug77 as life-time expired
0 2 17 05	CCCP-42497	Tu-104B	AFL/Far East-KHV	rgd	26oct60	toc 11nov60; 100 pax configuration; soc 27dec78 as life-time expired
0 2 18 01	CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498	Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B	AFL/GosNII GVF AFL/Moscow (MUTA) AFL/GosNII GVF MRP NPO "Vzlyot" AFL/Moscow (MUTA) AFL/GosNII GVF MRP NPO "Vzlyot" AFL/Moscow (MUTA)	rgd trf trf trf trf trf trf trf trf trf	17mar60 30dec60 05feb61 17mar61 30oct63 12mar64 07mar74 26oct60	in Aeroflot c/s; transfer not mentioned in MGA document
0 2 18 02	CCCP-42499	Tu-104B	AFL/East Siberia	trf	21mar72	canx 1981 based at VKO; CoFR renewal 29oct61; 100 pax configuration, later upgraded to 115 pax configuration, date unknown
0 2 18 03	CCCP-42500 CCCP-42500	Tu-104B Tu-104B	AFL/Moscow (MUTA)	rgd	03nov60	soc 25may79 as life-time expired toc 06nov60; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; f/n VKO 30jun70
0 2 18 04	CCCP-42501 CCCP-42501 CCCP-42501	Tu-104B Tu-104B Tu-104B	AFL/Ukraine-ODS AFL/Ukraine-KBP AFL/Far East-KHV	trf mfd trf	13jan73 26oct60 21apr73	soc 23mar79 as life-time expired; canx 15apr79 toc 06nov60; rgd 02dec60; 100 pax configuration, later upgraded to 115 pax configuration, date unknown according to accident report; dbr when overshoot threshold by 430 metres and overrun runway at Chita 05nov74 and hit a railway embankment, t/t 17,301 hours and 12,990 cycles; soc 28nov74
0 2 18 05	CCCP-42502 CCCP-42502 CCCP-42502 CCCP-42502	Tu-104B Tu-104B Tu-104B Tu-104B	AFL/Uzbekistan-TAS AFL/Moscow (MUTA) AFL/Ukraine AFL/Georgia-TBS	trf trf trf mfd	13nov60 11mar65 19jan73 24nov60	rgd 19dec60; 100 pax configuration, later upgraded to 115 pax configuration, date unknown based at DME; f/n VKO 30jun70 soc 16nov79 as life-time expired and canx same date
0 2 19 01	CCCP-42503	Tu-104B	AFL/Georgia-TBS	mfd	24nov60	toc 19dec60; rgd 02jan61; 100 pax configuration, later upgraded to 115 pax configuration, date unknown; opb 112 LO; w/o 07dec73 on the leg from Mineralnyye Vody to Moscow-Domodedovo of a flight from Kutaisi to Moscow when came in too far right on final approach in bad visibility at night and the pilot banked hard left instead of going around, the left wing touched the ground 135 metres in front of the runway threshold and 25 metres to the right of its extended centreline, the aircraft crashed, broke up and caught fire, 5 of the 7 crew and 11 of the 68 passengers killed plus 2 crew and 41 passengers injured; t/t 18,300 hours and 10,983 cycles; soc 26jan74
0 2 19 02	CCCP-42504	Tu-104B	AFL/Far East-KHV	toc	08dec60	rgd 23dec60; 100 pax configuration; crash-landed in a field on approach to Vladivostok 02nov61 after hitting a radio mast; soc 15nov61 and canx same date
0 2 19 03	CCCP-42505	Tu-104B	AFL/Northern-LED	mfd	06dec60	toc 20dec60; rgd 30jan61; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; opb 205 LO Leningradsgo OAO; f/n LED 01aug70; l/n LGW 03may71; dbr 23apr73 on a flight from Leningrad-Shosseynaya (now Pulkovo) to Moscow-Sheremetyevo when a hijacker demanded to be flown to Stockholm, but the crew returned to Leningrad-Shosseynaya and the hijacker set off a bomb when the landing gear was lowered, the crew managed to land safely, but the bomb killed the hijacker and 1 of the 6 crew (the flight engineer) while the other 5 crew and 50 passengers escaped unhurt; t/t 17,095 hours and 10,698 cycles; soc 06jun73
0 2 19 04	CCCP-42506 CCCP-42506	Tu-104B Tu-104B	AFL/Uzbekistan-TAS AFL/Far East	toc trf	03dec60 11jan65	rgd 27jan61; 100 pax configuration crashed on take-off Sverdlovsk 30sep73 when entered a left spin after the artificial horizons instruments failed; soc 22feb74
0 2 19 05	CCCP-42507 CCCP-42507 CCCP-42507 CCCP-42507 CCCP-42507 CCCP-42507	Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/International AFL/Far East-KHV AFL/Ukraine-ODS	toc trf trf trf trf trf	30dec60 07dec62 01jan65 07jan74 18feb79	rgd 16jan61; 100 pax configuration opb 235 OAO at VKO from 07dec62 until 15feb64 f/n LGW 04jul65 and LHR 05aug65; l/n ZRH 29aug71
0 2 20 01	CCCP-L5412(3) CCCP-42508 CCCP-42508	Tu-104B Tu-104B	Vnukovo AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	VKO toc trf	09apr06 16jan61 18jan61	soc 16nov79 as life-time expired and canx same date; was preserved near VARZ-400 at Vnukovo from 1980, l/n aug05 preserved on a plinth at Vnukovo (N55.597574 E37.307936) in these fake colours and registration from 09apr06 (replaced CCCP-L5412(2) c/n 921102 which was broken up sep04), l/n jul16 CoFR renewal 16jun61; the last Tu-104 built; opb 235 OAO at VKO from 18jan61 until 15feb64; f/n LHR 11jul61
	CCCP-42508 CCCP-42508	Tu-104B Tu-104B	AFL/International AFL/Ukraine	trf trf	01jan65 11jan74	f/n LGW 01aug65; l/n LGW 23jul72 soc 13dec79 as life-time expired; was preserved in a park at Orenburg in the 1980s, photo taken in 1986 exists; reportedly lost due to arson in 1990

Aircraft with unknown c/ns

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

Tupolev Tu-110

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

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

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

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

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

1 Tu-110 prototype built by Factory No. 156 at Moscow-Lefortovo in 1957

56 0 0	"5600" CCCP-L5600	Tu-110 Tu-110	GKAT Zavod No. 156 GKAT Zavod No. 156	mfd IEV	early57 1970s	in basic Aeroflot c/s with Red Stars; f/f 11mar57; f/n VKO 09jul57 in Aeroflot c/s; wfu approximately in 1961 and trf to the Kiev Institute of Civil Aviation (KIIGA) at IEV for use as a ground instructional airframe; scrapped at IEV apr84
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3 Tu-110 built by Factory No. 22 at Kazan-Borisoglebskoye in 1957 and 1958

55 1 1	CCCP-L5511 CCCP-L5511	Tu-110 Tu-110B	GKAT Zavod No. 22 MRP NPO "Vzlyot"	f/f trf	24oct57 unknown	in Aeroflot c/s; photos also exist in basic Aeroflot c/s with Red Stars; received D-20P engines in 1959 and thus became a Tu-110B may have become a Tu-100LL; later received D-20PO engines; used to test the "Sapfir-23" radar for the MiG-23 in 1964/69
55 1 2	CCCP-L5512 CCCP-L5512	Tu-110A Tu-110B	GKAT Zavod No. 22 MRP NPO "Vzlyot"	mfd trf	1957 unknown	in Aeroflot c/s; received D-20P engines in 1959 and thus became a Tu-110B converted for tests in 1970/71; used for research and tests of the "Sapfir" radar until 1973/74; probably this was the Tu-110 which was stored at the NPO "Vzlyot" test site at Yermolino for a long time
55 1 3	CCCP-L5513 CCCP-L5513	Tu-110A Tu-110LL	GKAT Zavod No. 22 MRP NPO "Vzlyot"	mfd trf	1958 30dec71	in Aeroflot c/s; received D-20P engines in 1960 and thus became a Tu-110B in Aeroflot c/s; converted into a flying laboratory by EMZ im. Myasishcheva oct71/dec71; used for research and tests of the "Sapfir" radar until 1973/74; still flew in the early 1980s; sat at Akhtubinsk in the late 1980s (photo proof of old-style registration) and was later used as a ground target at a training range of GLITs VVS at Akhtubinsk

Tupolev Tu-114 & Tu-126

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

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

On July 10, 1962, two crews commanded by A.K. Vitkovsky and H.N. Tskhovrebov made a flight to Havana with an intermediate landing in Conakry, Guinea at an airport built by the Soviets a few years earlier. The total flight time was 21h 16 min. After this flight, it seemed that Cuba was no longer isolated from the USSR and regular flights could start. But at this time of cold war, the US government tried to do their best to hinder flights between the USSR and Cuba so, they asked the government of Guinea to refuse landing permission to the Tu-114 at Conakry, formally explaining that the airport could no longer accept aircraft of more than 150 tons. Only four flights were ever made through Conakry. Then, the route was modified and passed through Dakar, Senegal. After four flights, the Soviets were refused at this airport too, this time the reason was "they are transporting arms". Three more flights were made through Algiers, and finally Aeroflot could land nowhere in Africa, so it had to search for another route. Abandoning flights to Cuba was the last thing to do, it was exactly what US government was trying to achieve. The only solution was to make non-stop transatlantic flights over the Arctic Ocean with an intermediate landing in Murmansk, not so far from Moscow. Theoretically, the aircraft was able to cover the distance of 10900 km (6700 miles) between Murmansk and Havana. In practice, it wasn't always the case. On January 7, 1963, the route Moscow Sheremetyevo-Murmansk-Havana was inaugurated by Tu-114 CCCP-76480. The route followed the Finnish, Norwegian and British coast, passed Reykjavik, southern Greenland, then passed Gander, New-York and Varadero.

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

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

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

On April 30, 1968, the Tu-114 opened domestic flights Domodedovo (Moscow)-Tashkent, then on October 1 Domodedovo-Alma-Ata. On June 22, 1971 the Tu-114 started non-stop flights to Anadyr, replacing Il-18 with two its intermediate landings in Hatanga and Tiksi. In the summer of 1971, the Tu-114 commenced the route Domodedovo-Novosibirsk and made a test run to Sukhumi (Georgia).

The biggest problem the Tu-114 encountered was the absence in the USSR of airports large enough to receive such a monster. That is why the geography of its flights has been limited to the mentioned routes. The lack of airport equipment made Aeroflot turn back to Il-18s on the route to Anadyr and finally never start using Tu-114s to Sukhumi. Moreover, the new Il-62 was taking over more and more Tu-114 destinations.

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

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

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

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

Several projects failed to materialise, among them the Tu-114A long-haul variant for 100 passengers, the Tu-114T freighter, the Tu-115 military transport, a version with six NK-8 turbofans and even a nuclear-powered ASW aircraft, the Tu-114PLO. The Tu-114 was manufactured by Factory # 18 at Kuibyshev (now Samara), the prototype having been built at the Tupolev factory #156, then disassembled and moved to Zhukovskiy for flight testing. The actual number produced is open to debate but is now believed to be 33. The register of the former Soviet Union had a batch of registrations from CCCP-76458 to CCCP-76499 reserved, a total of 42 aircraft. However, the last recorded registration is CCCP-76491, and 76462 and 76463 were the two Tu-116s. CCCP-76461 does not appear to have been used, leaving a total of 31. When we add the prototype and the static test airframe, we arrive at 33 aircraft.

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

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

Following their withdrawal from service, most Tu-114s, and the Domodedovo and Vnukovo VARZ ones as well, were sadly scrapped in June and July 2006, but the

prototype which surprised the world in 1959 was flown to Monino on 16 March 1972 and has been preserved there ever since. Other complete examples exist at the Ulyanovsk Museum of Civil Aviation and the technical training college at Kryvy Rih Aeronautical School in Ukraine. Not mentioned in the list below is CCCP-L5700 of which a photo exists which must be fake.

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

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

56 1 1	CCCP-L5611	Tu-114	Tupolev OKB	mfd	oct57	first prototype, named 'Rossiya'; in Aeroflot c/s; completed sections transported to Zhukovskii for re-assembly; f/f 15nov57 from Zhukovskii; f/n Andrews AFB 28jun59; used by Soviet leader Khrushchov on a state visit to the US 15sep59; completed factory trials 31oct59
	CCCP-L5611	Tu-114	GK NII VVS	trf	dec59	completed state trials 22jun60; severely damaged 21jun61 when the right main landing gear failed, was under repair for 18 months; ferried to factory # 18 20jan62 and brought there to series- aircraft configuration may63/sep65; used for system trials in 1965/68, the last of 326 test flights took place dec68; last flight 16mar72 (to Monino N55.832889 E38.182204); t/t 794 hours 46 min; preserved in the Russian Air Force museum at Monino; c/n checked in cockpit (probably means batch 1 aircraft number 1); vandals broke into the aircraft during the winter 2005/06 (when the museum was closed) and seriously damaged the cockpit; l/n aug15
56 1 2 ?	CCCP-L5612	Tu-114	Tupolev OKB	mfd	feb58	second prototype, existence not proven; reportedly w/o 18feb58 when crashed near Kuibyshev during its first flight

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

8 8 4 0 1	CCCP-76458	Tu-114	AFL/GosNII GVF	rgd	22apr60	toc 26apr60; 170 pax configuration; in Aeroflot c/s
	CCCP-76458	Tu-114	AFL/Moscow (MUTA)	trf	11jul62	f/n DME 03oct72; soc 21nov74 as life-time expired
8 8 4 0 2	CCCP-76459	Tu-114	Tupolev OKB	toc	sep59	set several World Records apr60; 170 pax configuration; f/n KHV 23feb61
	CCCP-76459	Tu-114	AFL/International	trf	16aug67	rgd 27nov67; seen BRU 05jun68
	CCCP-76459	Tu-114	AFL/Moscow	trf	15nov68	l/n active DME aug74; trf to MAP 05jul76 based on a decree issued 18jun76; never canx according to Soviet register; preserved at a playground near Novgorod airport since early 1977, used as 'Club of young aviators'; f/n 16mar82; destroyed by arson in spring 1990, l/n 01jul90, fuselage burnt out and broken into two parts; broken up static test airframe
8 8 4 1 1	--	Tu-114	Tupolev OKB			rgd only 17nov61; 170 pax configuration
8 8 4 1 2	CCCP-76460	Tu-114	AFL/Moscow (MUTA)	toc	11sep59	
	CCCP-76460	Tu-114	AFL/GosNII GVF	trf	16apr62	
	CCCP-76460	Tu-114	AFL/Moscow (MUTA)	trf	01nov62	f/n in East Germany 10nov73; soc 20jul76 as life-time expired and canx same date; l/n DME 14nov77
9 8 4 1 3	CCCP-76464	Tu-114	MAP Kuibyshev	toc	aug59	128 pax configuration
	CCCP-76464	Tu-114	AFL/Moscow (MUTA)	trf	unknown	on charge as of 01jun61; rgd 30jun61
	CCCP-76464	Tu-114	AFL/International	trf	01aug66	f/n YMX 04nov66; operated jointly with JAL for flights between Japan and Western Europe in 1967 with additional 'Japan Air Lines' titles, passenger cabin with 105 seats; first such flight 17apr67
	CCCP-76464	Tu-114	AFL/Moscow-DME	trf	09aug69	and converted back to standard version with 220 seats; l/n on pax flight 18jan72 (DME-OVB); soc 20jul76 as life-time expired; was preserved in front of the terminal at Domodedovo since aug77; scrapped on that spot 28jul/05aug06
9 8 4 2 1	CCCP-76465	Tu-114	AFL/Moscow (MUTA)	toc	31oct59	170 pax configuration; f/n KHV 23feb61; rgd only 23apr63; opf Soviet Air Force nov71/may75, carrying troops to East Germany, seen Grossenhain 09may73; soc 30apr76 as life-time expired
9 8 4 2 2	CCCP-76466	Tu-114	AFL/Moscow (MUTA)	toc	24dec59	rgd 05may61; late rgd reported in register I; 170 pax configuration; f/n VKO 27oct62; converted to flight research laboratory 05oct63; never flew with passengers; soc 21nov75 as life-time expired
9 8 4 2 3	CCCP-76467	Tu-114	AFL/Moscow (MUTA)	toc	21feb60	155 pax configuration; rgd 17nov61; late rgd reported in register
	CCCP-76467	Tu-114	AFL/International	trf	01jul64	
	CCCP-76467	Tu-114	AFL/Moscow	trf	28jan70	opf Soviet Air Force nov71/may75 carrying troops to DDR; f/n Gross Dölln (Templin) 21nov72; l/n DME 19aug75; soc 21nov75 as life-time expired
9 8 4 2 4	CCCP-76468	Tu-114	MAP Kuibyshev	toc	dec59	170 pax configuration; f/n JFK oct60
	CCCP-76468	Tu-114	AFL/Moscow (MUTA)	trf	12oct61	rgd 27dec61; opf Soviet Air Force nov71/may75 carrying troops to DDR; l/n Sperenberg 14may72; soc 21nov75 as life-time expired
60 8 4 2 5	CCCP-76469	Tu-114	AFL/Moscow (MUTA)	toc	24nov60	170 pax configuration; rgd 30jun61; late rgd reported in register; f/n JFK already oct60; soc 21nov75 as life-time expired
60 8 4 3 1	CCCP-76470	Tu-114	AFL/Moscow (MUTA)	toc	07jan61	170 pax configuration; rgd 05may61; late rgd reported in register; f/n LBG jun61
	CCCP-76470	Tu-114	AFL/International	trf	11mar65	operated jointly with JAL for flights between Japan and Western Europe in 1967 with additional 'Japan Air Lines' titles, passenger cabin with 105 seats
	CCCP-76470	Tu-114	AFL/Moscow-DME	trf	22feb68	and converted back to standard version with 220 seats; soc 30dec76 as life-time expired; displayed at VARZ-400 rework plant since 1976, f/n sep92, l/n aug05; broken up jun06, remains still there by jul06
60 8 4 3 2	CCCP-76471	Tu-114	AFL/Moscow (MUTA)	toc	07jan61	170 pax configuration; rgd 05may61; late rgd reported in register; f/n VKO apr62; l/n DME 03oct72; soc 24dec75 as life-time expired
61 8 4 3 3	CCCP-76472	Tu-114	AFL/Moscow (MUTA)	toc	06jun61	rgd 28jun61; 200 pax configuration; f/n VKO 04oct72; made first pax flight DME-DYR 22jun71; soc 20jul76 as life-time expired; l/n DME 1991/1995, fuselage only, outside the airport
61 8 4 3 4	CCCP-76473	Tu-114	AFL/Moscow (MUTA)	toc	11jul61	rgd 02aug61; 170 pax configuration; f/n KHV jan62; seen Sperenberg 17nov71; opf Soviet Air Force nov71/may75 carrying troops to East Germany, but seen on pax flights DME-OVB 02dec71 and 23nov72; l/n Gross Dölln (Templin) 16may75; soc 20jul76 as life-time expired
61 8 4 3 5	CCCP-76474	Tu-114	AFL/Moscow (MUTA)	toc	16oct61	rgd 25oct61; 170 pax configuration
	CCCP-76474	Tu-114	AFL/International	trf	15jun67	operated jointly with JAL for flights between Japan and Western Europe in 1967, passenger cabin with 105 seats; f/n BRU 29jun68; f/n SVO 1968 with JAL logo on fuselage
61 8 4 4 1	CCCP-76474	Tu-114	AFL/Moscow-DME	trf	13jul68	and converted back to standard version with 220 seats; l/n DME 19aug76; soc 20jul76 as life-time expired
61 8 4 4 2	CCCP-76475	Tu-114	AFL/Moscow (MUTA)	toc	17oct61	rgd 25oct61; 170 pax configuration; f/n DME 24nov70; soc 26jan76 as life-time expired; l/n DME 14nov77
	CCCP-76476	Tu-114	AFL/Moscow (MUTA)	toc	22jan62	rgd 01mar62; 158 pax configuration
	CCCP-76476	Tu-114	AFL/International	trf	06mar64	f/n SVO 27mar68
	CCCP-76476	Tu-114	AFL/Moscow	trf	29apr70	l/n Gross Dölln (Templin) 06nov73; soc 18nov76 as life-time expired
61 8 4 4 3	CCCP-76477	Tu-114	AFL/Moscow (MUTA)	toc	01feb62	rgd 02feb62; 170 pax configuration; f/n Gross Dölln (Templin) 15may72; soc 20jul76 as life-time expired; l/n DME derelict, gone by 1991
62 8 4 4 4	CCCP-76478	Tu-114	AFL/Moscow (MUTA)	toc	24apr62	rgd 11may62; 158 pax configuration
	CCCP-76478	Tu-114	AFL/International	trf	06mar64	
	CCCP-76478	Tu-114	AFL/Moscow	trf	29jun70	f/n in (former) East Germany 14may72; canx 25feb76; soc 31aug76 as life-time expired; l/n DME 1991/1999, fuselage only, outside the airport and later scrapped
62 8 4 4 5	CCCP-76479	Tu-114D	AFL/Moscow (MUTA)	toc	18jun62	rgd 28jun62; c/n in the Soviet register as 6201445; c/n in MGA document as 62M445; f/n HAV 1962; dbr when nose gear suddenly retracted during maintenance at ATB Vnukovo in mid August 1962 when a junior engineer was working on the electronics of this aircraft and somehow managed to by-pass the protection mechanism preventing the gear from retracting while on the ground; soc and canx 31aug62; fuselage was on the ATB scrapyard for about 20 years
62 M 4 5 1	CCCP-76480	Tu-114D	AFL/Moscow (MUTA)	mfd	jun62	version confirmed; toc 13jul62; rgd 27jul62; 158 pax configuration; f/n HAV 08jan63, came from SVO via MMK
	CCCP-76480	Tu-114D	AFL/International	trf	23mar64	
	CCCP-76480	Tu-114D	AFL/Moscow	trf	26dec69	converted to 'plain' Tu-114 with 220 seats circa 1969/70; trf 15jan72 as to Soviet Air Force based on a decree issued 04aug71 according to MGA document; canx 13feb73
	CCCP-76480	Tu-114	Soviet AF/AFL c/s	trf	15jan72	opb 223 lo (Flight Unit); still on register as such in the mid 1970s; photo Kipelovo jan74; flew to HAV in jan80; wfu in spring 1981
62 M 4 5 2	CCCP-76481	Tu-114	AFL/Moscow (MUTA)	toc	20dec62	rgd 10jan63; 170 pax configuration; f/n LHR 08feb63; damaged on take-off at KHV 07aug67, blowing its tyres but landed safely at DME; soc 31dec70
62 M 4 5 3	CCCP-76482	Tu-114D	AFL/Moscow (MUTA)	toc	18dec62	rgd 07jan63; version confirmed in the Soviet register; 155 pax configuration
	CCCP-76482	Tu-114D	AFL/International	trf	05mar64	f/n HAV 16oct66; converted to 'plain' Tu-114 with 220 seats circa 1969/70
	CCCP-76482	Tu-114	AFL/Moscow	trf	23mar70	f/n DME 04oct72; l/n DME 27aug75; soc 18nov76 as life-time expired
62 M 4 5 4	CCCP-76483	Tu-114	AFL/Moscow (MUTA)	toc	24dec62	rgd 10jan63; 170 pax configuration; f/n Sperenberg 20nov71; l/n DME 27aug75; soc 21nov75 as life-time expired
63 M 4 5 5	CCCP-76484	Tu-114	AFL/Moscow (MUTA)	toc	01jun63	rgd 07jun63; 170 pax configuration; f/n Sperenberg 12nov73; l/n DME 27aug75; soc 20jul76 as life-time expired
63 M 4 6 1	CCCP-76485	Tu-114	AFL/Moscow (MUTA)	toc	20aug63	rgd 24aug63; 170 pax configuration; f/n DME may64
	CCCP-76485	Tu-114	AFL/International	trf	16apr64	
	CCCP-76485	Tu-114	AFL/Moscow	trf	14mar67	
	CCCP-76485	Tu-114	AFL/International	trf	26may67	
	CCCP-76485	Tu-114	AFL/Moscow-DME	trf	15aug67	last Aeroflot Tu-114 to carry passengers (on a flight from KHV to DME) 02dec76; soc 14jan77 as worn out; flown to Kryvy Rih Aeronautical School (N47.934827 E33.321084) in spring 1977 and still present jul96/apr16
63 M 4 6 2	CCCP-76486	Tu-114	AFL/Moscow (MUTA)	toc	10sep63	rgd 23sep63; 170 pax configuration; f/n LIN nov63
	CCCP-76486	Tu-114	AFL/International	trf	19mar64	was the only Tu-114 to visit AMS on 29may64
	CCCP-76486	Tu-114	AFL/Moscow	trf	27sep67	soc 28sep76 as worn out last flight sep76 to Tyumen; preserved in Aviators' park at Tyumen-Roshchino since 09sep76, broken up 1986
63 M 4 6 3	CCCP-76487	Tu-114	AFL/Moscow (MUTA)	toc	18feb64	rgd 22feb64; 170 pax configuration
	CCCP-76487	Tu-114	AFL/International	trf	29apr67	f/n LBG 23jun67
	CCCP-76487	Tu-114	AFL/Moscow	trf	12jan68	l/n VARZ 400 jul76; soc 20jul76 as life-time expired
64 M 4 6 4	CCCP-76488	Tu-114	AFL/International	toc	30may64	rgd 01jul64; 161 pax configuration
	CCCP-76488	Tu-114	AFL/Moscow-DME	trf	17jul70	f/n VKO 30jun70; soc 20jul76 as life-time expired
64 M 4 6 5	CCCP-76489	Tu-114	AFL/Moscow (MUTA)	toc	17jul64	rgd 30jul64; 170 pax configuration
	CCCP-76489	Tu-114	AFL/Moscow-DME	trf	late68	f/n DME 03nov72; l/n DME jul76; soc 30apr76 as life-time expired

64 M 4 7 1	CCCP-76490	Tu-114	AFL/International	toc	30may65	rgd 25jun65; 128 pax configuration; opb 210 LO at SVO; operated jointly with JAL for flights between Japan and Western Europe in 1967, passenger cabin with 105 seats; seen with additional 'Japan Air Lines' titles HND 13jun67/sep67
	CCCP-76490	Tu-114	AFL/Moscow-DME	trf	11sep69	and converted back to standard version with 220 seats; opb 206 LO; last regular flight conducted 02dec76
	CCCP-76490	Tu-114	Soviet AF/AFL c/s	trf	05jan77	opb 1009 tbap at Uzin; seen in East Germany 1974/1975; last flight in autumn 1988 (to Ulyanovsk); preserved in the Museum of Civil Aviation at Ulyanovsk (N54.290624 E48.234760) from the late 1980s, l/n aug15
64 M 4 7 2	CCCP-76491	Tu-114	AFL/International	rgd	18nov65	on charge as of 01dec65; w/o 17feb66 on a flight from SVO to BZV when, during take-off run in bad visibility, left main gear hit a snow-mound at 275 km/h causing fuselage to hit the ground, 21 of 68 aboard killed; soc and canx 18ap66

Tu-116 built at Factory # 18 at Kuibyshev-Bezymyanka.

6 8 004 02	7801	Tu-116	Soviet Air Force	f/f	23apr57	toc 31may57; opb 1023 tbap at Semipalatinsk; underwent factory trials until 04oct57
	CCCP-76462	Tu-116	Soviet AF/AFL c/s	PRG	1958	opb 1023 tbap at Semipalatinsk; seen Gross Dölln (Templin) 16nov72; wfu in 1989; preserved in Museum of Civil Aviation at Ulyanovsk (N54.290885 E48.234015) since 1989, f/n 31aug93, l/n aug15
7 8 004 09	7802	Tu-116	Soviet Air Force	f/f	03jun57	toc sep57; opb 409 tbap at Uzin; started state trials mar58
	CCCP-76463	Tu-116	Soviet AF/AFL c/s	rgd	1958	completed state trials 25jul58; opb 409 tbap at Uzin; wfu apr91; scrapped at Uzin

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

The Tu-126 (izd. L) was one of the most secret aircraft of the Soviet Union, so not much is known about it even today. It was an airborne warning and control aircraft developed to protect the Northern approaches of the Soviet Union from the threat of strategic bombers flying in via the Arctic. As it was not possible to deploy enough radar stations in the vast expanses of the Far North, a radar-equipped aircraft was needed to control this vital airspace. First plans envisaged developing an AEW aircraft on the basis of the Tu-95 as this long-range bomber was a proven design. However, its fuselage turned out to be too small to accommodate all the electronic equipment and its operators. So the Tu-114 was chosen as a basis as it had a larger diameter fuselage. Development of the Tu-126 was ordered by a decree of the Council of Ministers issued on 4 July 1958, and the general lay-out of the aircraft was confirmed on 30 January 1960. The mock-up commission convened on 7/12 December 1960, and the prototype was eventually completed by Factory # 18 at Kuibyshev (now Samara) in autumn 1961. It flew first on 23 January 1962 and completed the first stage of joint trials on 8 February 1964. The second stage was conducted at Vladimirovka between 24 May and November 1964.

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

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

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

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

Tupolev Tu-124

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

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

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

As with the Tu-104, first exports were made to the Czechoslovak airline CSA, which purchased three, the first being delivered in November 1964. One of these was lost in an accident, and the surviving two were not sold to Iraq as mentioned in other sources, but returned to the Soviet Union to be put into service with Aeroflot. East Germany was another customer, purchasing three for VIP duties in 1965 and these, too, eventually returned to the Soviet Union. Iraq purchased two which operated in both civil and military capacities until being destroyed in the second Gulf War in 1991, and military exports were also made to China (2) and India (3).

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

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

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

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

00 00	CCCP-45000	Tu-124	Tupolev OKB	f/f	29mar60	from Zhukovskiy; in Aeroflot c/s; construction started in late jan58; completed sections transported to Zhukovskiy for re-assembly jan60; not on Soviet register !; used as ground instructional airframe by the Kiev Institute of Civil Engineering in the early 1970s
---	--	Tu-124				static test airframe; trials at the TsAGI started dec59

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

0 35 00 01	CCCP-45001	Tu-124	MAP LII Zhukovskiy	mfd	05jan60	first production aircraft; not on Soviet register, but c/n confirmed in MGA document; 44 pax configuration
	CCCP-45001	Tu-124	GK NII VVS	trf	aug60	in Aeroflot c/s; f/n Perm-Bakharevka 1961
	CCCP-45001	Tu-124	Soviet AF/PVO	trf	15jan63	in Aeroflot c/s; l/n 1968
	"80" blue	Tu-124	Soviet Air Force	MHP	date ?	photo exists with the c/n on the tail
	CCCP-45076(2)	Tu-124	Soviet Air Force	rgd	29dec73	f/n Sperenberg 08jun78 and several times thereafter; CofA canx 14apr82; also see story with Tu-134 c/n 0001 !
0 35 01 01	CCCP-45002	Tu-124	GKAT OKB Tupoleva	mfd	1960	44 pax configuration; underwent trials with the LII from sep61
	CCCP-45002	Tu-124	MAP LII Zhukovskiy	trf	19aug64	rgd only 29apr65; in Aeroflot c/s; soc 26jan81; was preserved near the Culture Centre at Davletovo (Askarovo district of Bashkortostan), f/n 1982; destroyed by arson around 2000/01 and scrapped
0 35 01 02	CCCP-45003	Tu-124	MAP Tashkent APO	toc	mar61	line left blank on Soviet register, but c/n confirmed in MGA document; 44 pax configuration
	CCCP-45003	Tu-124	GKAT	trf	28feb64	was a flying example, used as an avionics test-bed by the LII (Flight Research Institute) in 1969/78 to create and refine the Tu-154's ABSU-154 ILS

0 35 02 01	CCCP-45004	Tu-124	AFL/GosNII GVF	toc	22apr61	rgd 31may61; 44 pax configuration; in Aeroflot c/s; took part in the air parade above Tushino 09jul61 (together with Tu-124 CCCP-45005); featured in the Soviet movie "Devyat' dnei odnogo goda" (Eight Days of One Year) shot in 1961; trf 04feb64 to the Riga Aviation Institute (RKIIGV/RKIGA) for use as a ground instructional airframe; soc 27sep65 as a 'monument'; was preserved in the "Aerik" pioneers' camp at Vecaki near Riga from 1981; scrapped in the early 1990s
0 35 02 02	CCCP-45005	Tu-124	AFL/Moscow (MUTA)	toc	05may61	44 pax configuration; rgd 20may61; opb 65 LO at VKO; took part in the air parade above Tushino 09jul61 (together with Tu-124 CCCP-45004); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow (officially trf to the VDNKh 10may62), l/n nov62; soc 08jul65 and trf to the Technical School (ATU GA) at Kirsanov for use as a ground instructional airframe; later scrapped at Kirsanov toc 20may61; 44 pax configuration
1 35 03 01	CCCP-45006 CCCP-45006 CCCP-45006 CCCP-45006 CCCP-45007	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	AFL/Moscow (MUTA) AFL/GosNII GVF AFL/VAU AFL/Lithuania AFL/Moscow (MUTA)	rgd trf trf trf toc	20may61 12oct62 17sep66 08jan71 10aug61	Higher Aviation College; f/n RIX aug66; l/n LED 01aug70 soc 29jul77 due to its technical condition line left blank on Soviet register apart from remark as trf to a test centre on 28feb64, see next line; c/n confirmed in MGA document; 44 pax configuration
1 35 03 02	CCCP-45007 CCCP-45007 CCCP-45008	Tu-124 Tu-124 Tu-124	Aeroflot/UShVLP AFL/Lithuania GK NII VVS	trf trf toc	20mar62 16mar67 aug61	Ulyanovsk Advanced Flying Training College soc 14jan77 due to its technical condition line left blank on Soviet register apart from remark as trf to the Air Defence (PVO) 15jan63, see next line; c/n confirmed in MGA document; 44 pax configuration
1 35 03 04	"21" CCCP-45099 CCCP-45009	Tu-124 Tu-124 Tu-124	Soviet Air Force Soviet AF/AFL c/s LII GKAT	SXF rgd toc	02oct67 29dec73 sep61	f/n PRG 01jul76; l/n Sperenber 08sep78; CofA canx 14apr82 line left blank on Soviet register apart from remark as trf to a test centre on 28feb64, see next line; c/n confirmed in MGA document; 44 pax configuration
1 35 03 05	CCCP-06185 CCCP-48095 CCCP-45010 CCCP-45010 CCCP-45010	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	GKAT Ramenskoye MAP LII Zhukovski AFL/Moscow (MUTA) MRP Sointsevo MRP LII Leningrad	trf rgd toc trf rgd	28feb64 31jan66 21sep61 unknown 23nov77	rgd 27oct64; opb LII im M.M.Gromova canx 06aug82; opb LII im M.M.Gromova rgd 04oct61; 44 pax configuration; trf to MAP/MRP Kamennouralsk 19jan65 in Aeroflot c/s; canx 1981; f/n Pushkin 29may90, partly broken up
1 35 04 01	CCCP-45011 CCCP-45011 CCCP-45011 CCCP-45011 CCCP-45012 CCCP-45012 CCCP-45012 CCCP-45012	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	Aeroflot/UShVLP AFL/Northern-LED AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV AFL/Moscow (MUTA) AFL/GosNII GVF AFL/Moscow (MUTA) AFL/Lithuania-VNO	trf trf trf trf mfd trf trf trf	26aug62 20mar67 09jul70 23may72 30sep61 14aug62 04nov62 25dec65	Ulyanovsk Advanced Flying Training College f/n LED 08jul70 canx at MRV 12mar76; MGA document gives soc as 18nov76 as life-time expired toc 05oct61; 44 pax configuration, later upgraded to 56 pax configuration in Aeroflot c/s; upgraded to 56 pax configuration, date unknown CofR renewal 24nov62 MGA document gives trf as 16dec65; opb 277 LO; f/n SVO 08jul70; w/o 02sep70 on the leg from Rostovna-Donu to Vilnius of a flight from Mineralnyye Vody to Vilnius when went out of control at 9,000 metres 42 minutes into the flight, entered a steep dive and crashed at an angle of 75 degrees into a maize field between Lykhivka and Zapolychky 57 km from Kremenchug, all 5 crew and 32 passengers killed, the cause of the accident could not be established; t/t 7,504 hours and 6,996 cycles; soc 22dec70
1 35 04 03	CCCP-45013 CCCP-45013 CCCP-45013 CCCP-45013 CCCP-45014 CCCP-45014 CCCP-45014 CCCP-45014	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/N.Kavkaz-MRV Aeroflot/UShVLP AFL/Moscow (MUTA) Aeroflot/UShVLP AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV	toc trf trf trf toc trf trf trf	18jan62 02apr62 30jun71 05sep71 10dec61 16feb63 08may69 unknown	44 pax configuration Ulyanovsk Advanced Flying Training College; photo in flight apr63; CofR renewal 31jul63 MGA document gives trf as 01jul71 Ulyanovsk Advanced Flying Training College; soc 29jul77 as life-time expired rgd 09jan62; 44 pax configuration Ulyanovsk Advanced Flying Training College
1 35 04 05	CCCP-45015	Tu-124	AFL/Moscow (MUTA)	toc	08jan62	canx in MRV 12mar76; soc 18nov76 as life-time expired according to MGA document; was preserved at a school yard at Karl Marx Street in Mineralnyye Vody since 1976, f/n sep87, l/n 15may96; removed dec99 as a church was built on this site; broken up rgd 11oct62; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 22jun63 on pax flight ULY-VKO
1 35 05 01	CCCP-45015 CCCP-45016 CCCP-45016 CCCP-45016 CCCP-45017(1) CCCP-45017(1)	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	AFL/Lithuania AFL/Moscow (MUTA) AFL/GosNII GVF AFL/N.Kavkaz-MRV AFL/Moscow (MUTA) AFL/Belarus-MHP	trf toc trf trf trf trf	20jan65 08jan62 15mar62 10aug65 03nov62 mar66	soc 20jul76 as life-time expired 44 pax configuration CofR renewal 05feb63, upgraded to 56 pax configuration, date unknown canx at MRV 12mar76; soc 18nov76 as life-time expired according to MGA document rgd 30nov62; 44 pax configuration; f/n CPH 13jul63 trf not mentioned in MGA document; dbr, overran wet runway Minsk 13jun66, soc 22nov68; see Tu-124Sh c/n 7350610
2 35 05 03	CCCP-45018 CCCP-45018 CCCP-45019 CCCP-45019 CCCP-45019 CCCP-45019	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	AFL/Moscow (MUTA) AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG	toc trf toc trf trf trf	06mar52 26nov66 11mar62 sep64 20oct64 oct65	CofR renewal 23apr63; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 24aug63 according to MGA document, mar67 according to register; soc 30sep74 after an emergency incident 44 pax configuration; in service 08aug62; CofR renewal 16nov62
2 35 05 05	CCCP-45019 CCCP-45020	Tu-124 Tu-124	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV	trf toc	oct65 19apr62	crashed on take-off in poor weather from Volgograd 07mar68; soc 27jun68 44 pax configuration, later upgraded to 56 pax configuration; in service 21jun62; rgd 16nov62; seen LED 22apr72; soc 27dec78 as life-time expired; stored at KRR; photo exists; preserved in a children's autodrome at Krasnodar since jul78, removed 20mar03 and scrapped
2 35 07 01	CCCP-45021	Tu-124	AFL/Moscow (MUTA)	toc	18apr62	rgd 11oct62; 44 pax configuration; opb 65 LO at VKO; f/n LED 02nov62; dbr 21aug63 on a flight from Tallinn to Moscow, as the nose gear did not retract and the aircraft could not land at Tallinn because of fog it was diverted to Leningrad where it flew circles to burn fuel, when both engines flamed out during the eighth circle the crew decided to alight on the Neva river, the aircraft splashed safely near the Finland Railway Bridge and remained afloat, all 7 crew and 45 passengers escaped unhurt; the aircraft was recovered two days later and used as a ground instructional airframe by the Technical School (ATU GA) at Kirsanov; soc and canx 14sep63; the cockpit section is preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga, l/n aug13 (however, that section is also reported as being a wooden mock-up which was used as a trainer at Riga-Skulte)
2 35 07 02	CCCP-45022 CCCP-45022 CCCP-45022 CCCP-45022 CCCP-45022 CCCP-45023 CCCP-45023 CCCP-45023 CCCP-45023 CCCP-45023 CCCP-45024	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	AFL/Moscow (MUTA) AFL/Northern AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV AFL/Privolzhsk AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG AFL/Moscow AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV	toc trf trf trf trf trf trf trf trf trf trf	24may62 02dec67 06sep70 jan76 28feb79 13sep62 jul64 03oct65 15aug69 02nov62	f/n TLL 02oct62; rgd 11oct62; 44 pax configuration, later upgraded to 56 pax configuration f/n LED 01aug70 soc 18jul80 as could not be used in other ministries or departments rgd 16nov62; 44 pax configuration, later upgraded to 56 pax configuration; f/n ROV 16mar63
2 35 07 04	CCCP-45024	Tu-124	AFL/N.Kavkaz-MRV	trf	02nov62	soc 28feb78 as worn out rgd 28dec62; 44 pax configuration, later upgraded to 56 pax configuration; canx at MRV 12mar76; soc 16jun76 as life-time expired according to MGA document CofR renewal 17jun64; 56 pax configuration; f/n SVO 06jul70; soc 17apr81 as life-time expired; preserved in the Russian Air Force museum at Monino (N55.831698 E38.180877) since late 1970s, f/n apr91; badly damaged by fire in spring 2002, not restored; l/n may13, still in this sad condition but repairs started rgd 19aug63; 56 pax configuration (first Tu-124V) according to MGA document, trf 04jun70 from other sources
2 35 07 05	CCCP-45025	Tu-124	AFL/GosNII GVF	toc	10aug63	photo VKO jun79; soc 17apr80 as life-time expired rgd 16nov62; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 02oct72
2 35 08 01	CCCP-45026 CCCP-45026 CCCP-45026 CCCP-45026 CCCP-45027 CCCP-45027 CCCP-45027 CCCP-45028 CCCP-45028 CCCP-45028	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Georgia AFL/Belarus AFL/Privolzhsk-KZN AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG AFL/Lithuania AFL/Moscow (MUTA) AFL/International AFL/Privolzhsk-KUF	toc trf trf trf trf trf trf trf trf trf	20jul63 18dec67 15mar74 10feb79 15sep62 jan65 26feb75 22dec62 15feb64 26dec64	44 pax configuration; f/n VNO 15dec62; rgd 25jan63 w/o 08mar65 when crashed shortly after take-off from Kuibyshev because of being tail heavy, all 8 crew and 17 passengers killed; soc and canx 31may65 rgd 30nov62; 44 pax configuration, later upgraded to 56 pax configuration; f/n STW 15aug64 on a pax flight STW-VKO according to MGA document, trf 30jun66 according to other sources, but no record of that on Soviet register; l/n MHP 21apr76; soc 18nov76 as life-time expired; was preserved in Stary Park (now Park im. Zhilibera) at Grodno (Belarus) and used as children's cinema "Polyot" (Flight), l/n 01dec94; reportedly scrapped by 2000
2 35 08 04	CCCP-45029 CCCP-45029	Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Belarus-MHP	toc trf	03nov62 17dec65	rgd 11oct62; featured in the Soviet movie "Ya shagayu po Moskve" shot in 1963; 44 pax configuration, later upgraded to 56 pax configuration f/n LED 01aug70; l/n VKO 06may74
2 35 09 01	CCCP-45030 CCCP-45030 CCCP-45030 CCCP-45030 CCCP-45031	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Estonia MAP Kuibyshev MSZ MAP LII Zhukovski MRP NPO "Vzlyot" AFL/Moscow (MUTA)	trf trf trf rgd toc	15dec65 18dec76 29dec76 10feb78 13oct62	canx date not known year given incorrectly as 1961 in MGA document; rgd 30nov62; 44 pax configuration, later upgraded to 56 pax configuration
2 35 09 02	CCCP-45031 CCCP-45031	Tu-124V Tu-124V	AFL/International AFL/Privolzhsk-KZN	trf trf	15feb64 26dec64	according to MGA document; trf 24apr65 according to other source; dbr 20nov73 when overran runway on landing at Kazan; soc 27dec73 toc 31oct62; rgd 16nov62; 44 pax configuration, later upgraded to 56 pax configuration
2 35 09 02	CCCP-45032 CCCP-45032	Tu-124V Tu-124V	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG	mfd trf	sep62 30may64	rgd 11oct62; 44 pax configuration, later upgraded to 56 pax configuration

	CCCP-45032	Tu-124V	AFL/N.Kavkaz-MRV	trf	jan69	(after the first overhaul); f/n aug74; last overhaul completed mar75; canx 12jul78; soc 23aug78 as life-time expired; last flight to Nalchik; preserved on a children's playground in a park at Nalchik (at the crossing of prospekt Lenina and ulitsa Kuliyeva N43.470093, E43.586934), l/n may08; scrapped Jul11/aug11
2 35 09 03	CCCP-45033 CCCP-45033 CCCP-45033 CCCP-45033	Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Estonia-TLL MAP Kuibyshev MSZ MAP Kuibyshev	toc trf trf trf	17nov62 12dec63 18dec76 28jun77	rgd 26dec62; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 28sep63 photo MHP 1973; l/n KBP 23sep75
2 35 09 04	CCCP-45034 CCCP-45034	Tu-124V Tu-124V	AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG	toc trf	20dec62 30may64	CofR renewal 13oct77; canx 1981 rgd 01feb63; 44 pax configuration, later upgraded to 56 pax configuration soc 31aug76 as life-time expired
2 35 09 05	CCCP-45035 CCCP-45035 CCCP-45035	Tu-124V Tu-124V Tu-124V	AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV	toc trf trf	08jan63 29jul64 sep76	rgd 01feb63; 44 pax configuration, later upgraded to 56 pax configuration soc 25may79 as life-time expired; was preserved in the city centre of Astrakhan from 1979 until the early or mid-1990s; hulk without tail transported to the airport (N46.288872 E47.990841); still present may96/jul13
2 35 10 01	CCCP-45036 CCCP-45036 CCCP-45036 CCCP-45036	Tu-124V Tu-124V Tu-124V Tu-124V	AFL/N.Kavkaz-ROV AFL/Moscow (MUTA) AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV	toc trf trf trf	29jan63 26nov66 dec66 12jan70	rgd 02mar63; f/n STW 04aug64; 44 pax configuration not mentioned in MGA document trf 13jan70 according to MGA document; converted to cargo version; operated jointly with AFL/GosNII GA; l/n ESL 24jan75; re-converted to pax version in 1976; soc 27dec77 as life-time expired
2 35 10 02	CCCP-45037 CCCP-45037	Tu-124V Tu-124V	AFL/N.Kavkaz-MRV AFL/Belarus-MHP	mfd trf	29jan63 13may65	toc 10feb63; in service 23feb63; CofR renewal 02mar63; 44 pax configuration, later upgraded to 56 pax configuration opb 104 LO; photo MHP 1973; w/o 03jan76 on the leg from Moscow-Vnukovo to Minsk of a flight from Moscow to Brest when both PP-1PM artificial horizons failed shortly after take-off while the aircraft was climbing through clouds, the aircraft banked to the left, entered a left spiral and dived into the ground with a vertical speed of more than 50 m/s on the northern outskirts of Sanino village (5,400 metres in front of the runway threshold) 65 seconds after lift-off and destroyed a one-storey house, all 5 crew and 56 passengers plus 1 person in the house killed; t/t 17,014 hours 22 minutes and 14,409 cycles; soc 22mar76
3 35 10 03	CCCP-45038 CCCP-45038 CCCP-45038 CCCP-45038 CCCP-45038	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/International AFL/Privolzhsk AFL/Privolzhsk-KUF AFL/Privolzhsk-KZN	mfd trf trf trf trf	12feb63 13feb64 26dec64 28apr72 06dec78	photo KZN oct78 not mentioned in register, see next line opb 261 LO; w/o 29aug79 on the leg from Kiev to Kazan at night of a flight from Odessa to Kazan when the flaps were extended to 30 degrees while the aircraft was flying on autopilot at a height of 9,000 metres with a speed of 530 km/h, the crew was not able to regain control, the aircraft broke up in mid-air and crashed on a meadow in the floodplain of the Vorona river near 1-ya Inokovka village in the Kirsanov district of the Tambov region (N52°31'30" E42°36'00"), all 5 crew and 58 passengers killed; t/t 23,232 hours and 18,369 cycles; soc 18dec79; the type was withdrawn from service after this accident rgd 25mar63; f/n KUF 04dec63; 44 pax configuration, later upgraded to 56 pax configuration; l/n KUF 28apr72; soc 28mar76 as life-time expired
3 35 10 04	CCCP-45039	Tu-124V	AFL/Privolzhsk-KUF	toc	12mar63	rgd 12jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n TLL 04apr64; l/n TLL dec69; photo at KIV 1976
3 35 10 05	CCCP-45040 CCCP-45040 CCCP-45040 CCCP-45040 CCCP-45040 CCCP-45040	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	MAP Perm Motors AFL/Privolzhsk-KUF AFL/Privolzhsk-KZN AFL/Estonia-TLL AFL/Privolzhsk AFL/Lithuania-VNO	trf toc trf toc trf trf	05apr78 16apr63 1973 04may63 22nov78 18may63	in Aeroflot c/s; soc 22nov77 as life-time expired; canx 1982 from register rgd 05jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n KUF Jun64 soc 17apr80 as life-time expired rgd 12jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n LED 30oct72 soc 18jul80 as could not be used in other ministries or departments rgd 05jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n MHP 10apr65; l/n MHP 14jan69; soc 18nov76 as life-time expired rgd 04jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n BKO 21jan64 when took part in an exhibition of Soviet technology in Mali
3 35 11 04	CCCP-45044 CCCP-45044	Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/International AFL/Privolzhsk-KUF	toc trf	17may63 15feb64 26dec64	opb 173 LO; w/o 23dec73 on the leg from Lviv to Kiev at night of a flight from Lviv to Kuibyshev when the left engine caught fire shortly after take-off (the failure of a defective turbine blade had resulted in violent vibrations of the engine, rupturing a fuel line and causing an intense fire), the crew tried to return to the airport, but 1 minute and 20 seconds after the eruption of the fire the aircraft crashed in a field between Vinniki and Miklashev 18.3 km east of Lviv airport, all 6 crew and 11 passengers killed; t/t 13,476 hours and 10,942 cycles; soc 06apr74
3 35 11 05	CCCP-45045 CCCP-45045	Tu-124V Tu-124V	AFL/Lithuania-VNO AFL/Privolzhsk	toc trf	11jun63 21nov77	rgd 14jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n KBP 23sep75 soc 23mar79 as life-time expired
3 35 12 01	CCCP-45046 CCCP-45046 CCCP-45046 CCCP-45046 CCCP-45046 CCCP-45046	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	Soviet Gvt/AFL c/s AFL/Privolzhsk-KUF MAP Kuibyshev MSZ MAP Irkutsk APO Soviet Gvt/AFL c/s AFL/Moscow (MUTA)	toc trf trf trf trf trf	14jul63 23aug65 18dec76 01jun78 31jul63 12oct65	rgd 23jul63; opb 235 OAO at VKO from 14jul63 until 23aug65; 37 pax configuration CofR renewal 04dec65; upgraded to 56 pax configuration; l/n KUF 18sep74 CofR renewal 12sep78; canx 12mar84 rgd 09aug63, opb 235 OAO at VKO from 31jul63 until 12dec65, see trf next line; 37 pax configuration upgraded to 56 pax configuration
3 35 12 02	CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047 CCCP-45047	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/North Kavkaz AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Georgia-TBS AFL/Belarus-MHP MAP Irkutsk AFL/Privolzhsk-KZN	trf trf trf trf trf trf trf trf trf trf	30may67 01dec68 01jul74 unknown 17jan79	f/n TBS 19apr71 according to MGA document, trf 21aug74 according to other sources; l/n MHP 24apr76 CofR renewal 17oct78; not mentioned in MGA document soc 18jul80 as could not be used in other ministries or departments; preserved at a shooting range at Leninogorsk, Tatarstan from the late 1980s and used as a shop in the 1990s, fuselage damaged by the tail in the winter of 1996/97 by heavy snowfall and broken up in 1997
3 35 12 03	CCCP-45048	Tu-124V	AFL/Privolzhsk-KZN	toc	01aug63	rgd 18sep63; 44 pax configuration, later upgraded to 56 pax configuration; f/n LED 11jul70; soc 18jul80 (in MGA document as 1970) as could not be used in other ministries or departments
3 35 12 04	CCCP-45049 CCCP-45049	Tu-124V Tu-124V	AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG	trf trf	15sep63 dec64	rgd 05oct63; 44 pax configuration, later upgraded to 56 pax configuration soc 28sep76 as life-time expired
3 35 12 05	CCCP-45050 CCCP-45050	Tu-124V Tu-124V	AFL/GosNII GVF AFL/Kirsanovsk.ATU	toc trf	16nov63 22sep66	c/n confirmed in MGA document; f/n VKO may64; 44 pax configuration, not on Soviet register apart from a 1967 canx remark to the Kirsanov Technical Aviation College as an instructional airframe; soc 27may67, became a 'monument'; the report of this overflying Holland 17feb68, must therefore be incorrect
3 35 13 01	CCCP-45051 CCCP-45051	Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Privolzhsk	toc trf	01dec63 19sep69	rgd 20nov63; 44 pax configuration, later upgraded to 56 pax configuration f/n DME 13nov77; soc 27dec78 as life-time expired; preserved in a park at Nizhnekamsk (N55.625152 E51.810625), f/n oct06; to be sold or broken up by late 2006
3 35 13 02	CCCP-45052	Tu-124V	AFL/Moscow (MUTA)	toc	18jan64	56 pax configuration; rgd 25jan64; f/n VKO 15aug64; was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1966, seen 27jun70/28jul70 and gone by 26mar73; soc 20jul73 due to its poor technical condition; the cockpit was shipped to Riga in 1980 (it was to be used for a Tu-134B simulator, but nothing came of this); cockpit preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga (c/n checked), l/n Jul 15
4 35 13 03	CCCP-45053 CCCP-45053	Tu-124V Tu-124V	AFL/Lithuania-VNO AFL/Privolzhsk	rgd trf	18feb64 27nov77	toc 01mar64; 56 pax configuration; f/n LED 09jul70 canx 28aug78; soc 27dec78 due to its non-airworthy condition rgd 20jul64; 56 pax configuration; f/n HEL 24aug67
4 35 13 04	CCCP-45054 CCCP-45054 CCCP-45054 CCCP-45054 CCCP-45054	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/International AFL/Georgia AFL/Estonia AFL/Privolzhsk AFL/Moscow (MUTA)	toc trf trf trf trf	10jul64 20sep67 28feb74 10jan79 16jan65	rgd 17apr80, no reason given rgd 27jan65; 56 pax configuration; f/n VKO 18jan66
4 35 13 05	CCCP-45055 CCCP-45055	Tu-124V Tu-124V	AFL/Belarus-MHP AFL/Belarus-MHP	trf trf	13mar69	according to MGA document, trf 09sep69 according to other sources; l/n LED 28sep72; soc 23aug78 as life-time expired rgd 24mar64; 56 pax configuration trf given as 14mar64 in error in MGA document; f/n MHP 21jun66
4 35 14 01	CCCP-45056 CCCP-45056 CCCP-45056 CCCP-45056 CCCP-45057	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/International AFL/Belarus-MHP AFL/Belarus AFL/Privolzhsk AFL/Northern-LED AFL/Privolzhsk-GOJ	toc trf trf trf rgd trf	14mar64 22feb66 11jan78 22nov78 28apr64 13sep70	according to the Soviet register; l/n LED 22apr72 soc 18jul80 as could not be used in other ministries or departments toc 01may64; 56 pax configuration f/n LED 06jul70; soc 22dec70 as a result of a fire in the rear baggage hold whilst on the runway at Nizhni Novgorod-Strigino
4 35 14 03	CCCP-45058 CCCP-45058 CCCP-45058	Tu-124V Tu-124V Tu-124V	AFL/Northern-LED AFL/Privoszhsk NPO "Vzlyot"	rgd trf trf	28apr64 07apr70 26apr74	on charge as of 01may64; 56 pax configuration trf to NPO "Vzlyot", see next line, by a decree dated 24jul74 canx 28dec82 rgd 17may64; 56 pax configuration; photo MHP 1973; f/n LED 07may70
4 35 14 04	CCCP-45059 CCCP-45059 CCCP-45059	Tu-124V Tu-124V Tu-124V	AFL/Northern-LED AFL/Estonia AFL/Privolzhsk-KZN	toc trf trf	27apr64 23jul70 08jan79	rgd 17may64; 56 pax configuration; f/n SVO 09jul70; t/t 14,596 hours by 01oct73; w/o 16dec73 on a flight from Vilnius to Moscow when, at 8,000 m, a short circuit occurred in the elevator trim system, the horizontal stabiliser moved to a position which put the Tupolev in a dive and a resulting spin, the crew brought the plane under control at an altitude of about 2000m, because of a loss of situational awareness and a gyro that had failed due to loads sustained in the dive, the crew again lost control of the airplane, and crashed near Volokolamsk, all 6 crew and 45 passengers killed; soc 12mar74
4 35 14 05	CCCP-45060 CCCP-45061	Tu-124V Tu-124V	AFL/Estonia-TLL AFL/Lithuania-VNO	trf toc	08may64 06may64	KUF 19mar75; soc 18jul80 as could not be used in other ministries or departments rgd 23jun64; 56 pax configuration; f/n MHP 18aug65; photo MHP 1973; trf 25may77 to MAP based on a decree dated 18dec76, see next line f/n late 1977; canx 01jan86; stored at the SibNIA compound at Novosibirsk-Yeltsin (N55.096780 E83.000505) f/n 23jun94, with faded registration; l/n apr15
4 35 14 06	CCCP-45062	Tu-124V	AFL/Privolzhsk-UFA	toc	20may64	
4 35 14 07	CCCP-45063 CCCP-45063	Tu-124V Tu-124V	AFL/Belarus-MHP MAPLII Novosibirsk	toc rgd	04jun64 26dec77	

4 35 14 09	CCCP-45064 CCCP-45064 no reg	Tu-124V Tu-124V Tu-124V	AFL/Privolzhsk MAP Irkutsk APO Irkutsk APO	toc rgd ph.	09mar64 18dec76 06jun01	rgd 11aug64; 56 pax configuration; photo KZN 1974 in Aeroflot c/s; photo on internet taken at LED dated 1978; canx 12mar84 c/n checked and CCCP-45064 still readable under the wing; was preserved in Komsomolski Park at Irkutsk (NS2.352152 E104.21807) from around 1984, initially just with an IAPO logo, seen aug08 with 'Rossiya' titles, l/n as such jul09; scrapped in 2010 rgd 11aug64; 56 pax configuration; f/n VOG jan66 l/n VKO 02oct72; soc 28sep76 as life-time expired and canx same date at MRV rgd 03nov64; 56 pax configuration
4 35 14 10	CCCP-45065	Tu-124V	AFL/N.Kavkaz-VOG	toc	11jul64	trf 12apr77 to MAP based on a decree dated 18dec76, see next line
4 35 15 01	CCCP-45065 CCCP-45066 CCCP-45066 CCCP-45066 CCCP-45066 CCCP-45066 CCCP-45067	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/N.Kavkaz-MRV AFL/Moscow (MUTA) AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV MAPLII Novosibirsk MAP Koms.-na-Amure	trf toc trf trf trf rgd toc	dec66 23aug64 29sep65 dec66 jun75 18dec76 26jul77	trf 03nov64; 56 pax configuration f/n in Aeroflot c/s KBP 20aug75; soc 27dec78 as life-time expired named 'Melnik'; rgd 16nov64; wfu 18dec72; canx 22jan73 13nov64 21aug73 02feb78
4 35 15 02	CCCP-45067 OK-TEA	Tu-124V Tu-124V	AFL/N.Kavkaz-MRV CSA	trf d/d	15sep64 25nov64	rgd 13nov64
4 35 15 03	CCCP-45097 CCCP-45097	Tu-124V Tu-124V	AFL/Belarus-MHP MAP NovosibirskAPO	toc trf	21aug73 02feb78	rgd 18may78; in Aeroflot c/s; canx 28dec83; was preserved in front of the terminal of Minsk-1 airport; broken up named 'Centrotex'; rgd 16nov64; dbr 18aug70 when landed wheels-up at Zürich-Kloten, no casualties; canx 03nov70
4 35 15 04	OK-TEB	Tu-124V	CSA	d/d	13nov64	Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBA'; l/n SXF apr75; canx jul75 and returned to Soviet Union aug75
4 35 15 05	495	Tu-124K2	East German AF	d/d	1965	canx 1982 on charge as of 01dec64; rgd 12dec64; 56 pax configuration; f/n ARN nov65
4 35 15 06	CCCP-83961 CCCP-45068 CCCP-45068 CCCP-45068	Tu-124V Tu-124V Tu-124V Tu-124V	MRP Sointsevo AFL/International AFL/Georgia-TBS AFL/Privolzhsk-KZN	rgd toc trf trf	08aug75 unknown 12feb66 23oct74	soC 19jun80 as could not be used in other ministries or departments; was preserved in front of the 'Pioneers' Palace" at Orsk from jun80, l/n 1984; probably scrapped on charge as of 01dec64; rgd 12dec64; 56 pax configuration; f/n ARN apr66 was on flight SU2025-2026 KZN-MRV-KZN 25jun67, when hit by a car on the ground at MRV, quickly repaired according to the Soviet register; soc 24jan79 as life-time expired Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBC'; canx only 01oct75; see next line
4 35 15 07	CCCP-45069 CCCP-45069	Tu-124V Tu-124V	AFL/International AFL/Privolzhsk-KZN	toc trf	unknown 26may66	call-sign 'DM-VBC'; canx jul75 and returned to Soviet Union aug75 canx 27sep83
4 35 15 08	CCCP-45069 DM-SDA	Tu-124V Tu-124K2	AFL/Privolzhsk-KUF EGAF/Interflug c/s	trf d/d	18may76 09apr65	on charge as of 01jan65; 56 pax configuration; f/n ARN apr66 soc 14jan77 due to its technical condition on charge as of 01jan65; 56 pax configuration f/n ODS 1971; l/n TBS 31jul74 f/n VKO 14nov77 photo VKO jun79; soc 18jul80 as could not be used in other ministries or departments c/n painted by forward door and on tail rgd only 29dec73; l/n in (former) East Germany 18mar81; CoFA canx 14apr82 rgd only 29dec73; l/n Sperenberg 24jun79; CoFA canx 14apr82 rgd 24aug65; already f/n LBG may65, in Aeroflot c/s; trf to, see next line, based on a decree dated 24may74 confirmed by order dated 24may74; canx 12aug80 rgd 03mar65; 56 pax configuration; opb 235 OAO at VKO from 08feb65 until apr67 on charge as of 01may67; f/n SVO 03jul70; l/n MHP 21apr76; soc 27dec78 as life-time expired rgd 01apr65; 56 pax configuration; f/n MQF 05jun68; canx at MRV 12mar76; soc 16jun76 as life-time expired
4 35 15 09	496 CCCP-83963 CCCP-45070 CCCP-45070	Tu-124K2 Tu-124V Tu-124V Tu-124V	East German AF MRP Sointsevo AFL/International AFL/N.Kavkaz-VOG	r/r rgd trf rgd	oct73 08aug75 30dec64 08aug66	rgd 08feb65
4 35 15 10	CCCP-45071 CCCP-45071 CCCP-45071 CCCP-45071 CCCP-45071	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	AFL/International AFL/Georgia-TBS AFL/N.Kavkaz-MRV AFL/Privolzhsk-KZN	rgd trf trf trf	30dec64 18mar66 19sep74 28feb79	rgd 24aug65; already f/n LBG may65, in Aeroflot c/s; trf to, see next line, based on a decree dated 24may74
4 35 16 01	CCCP-45146 CCCP-45158 CCCP-45173 CCCP-45072	Tu-124V Tu-124V Tu-124V Tu-124V	Soviet Air Force Soviet AF/AFL c/s Soviet AF/AFL c/s AFL/GosNII GA	SVO Spr SXF Spr toc	photo 08oct71 26jun71 28aug71 02aug65	rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 16 05	CCCP-45072 CCCP-45073 CCCP-45073 CCCP-45074	Tu-124V Tu-124V Tu-124V Tu-124V	MRP NPO "Vzlyot" Soviet Gvt/AFL c/s AFL/Belarus-MHP AFL/N.Kavkaz-MRV	trf toc trf trf	23may74 08feb65 unknown 05feb65	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 16 07	OK-UEC CCCP-45098 CCCP-45077	Tu-124V Tu-124V Tu-124V	CSA AFL/Belarus-MHP AFL/Estonia-TLL	d/d toc toc	08jul65 30sep73 08feb65	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 16 08	CCCP-45077	Tu-124V	AFL/Estonia-TLL	toc	08feb65	probably a Tu-124K; photo TIP 1969 with 'IAF634' below roundel on rear fuselage and '634' in Arabic numerals forward of the tailplane destroyed at Al Taqaddum AB during the Gulf War feb91, photo oct04, with registration still visible on the fin probably a Tu-124K l/n SAH 1980; was destroyed at Baghdad during the Gulf war feb91
5 35 16 09	? 634 YI-AEY	Tu-124V Tu-124V	Iraqi Air Force Iraqi Airways	d/d JED	1965 nov80	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 16 10	? 635 YI-AEL	Tu-124V Tu-124V	Iraqi Air Force Iraqi Airways	d/d PRG	1965 sep73	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 17 01	CCCP-45078	Tu-124V	AFL/Belarus-MHP	toc	07apr65	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 17 02	CCCP-45078 CCCP-45079	Tu-124V Tu-124V	MAPLII Novosibirsk AFL/Lithuania-VNO	trf toc	12jul77 29apr65	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 17 03	CCCP-45079 CCCP-45080 CCCP-45080	Tu-124V Tu-124V Tu-124V	AFL/Privolzhsk Soviet Gvt/AFL c/s AFL/Lithuania	trf toc trf	20nov77 08may65 27feb68	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 17 04	CCCP-45081 CCCP-45081 CCCP-45081	Tu-124V Tu-124V Tu-124V	Soviet Gvt/AFL c/s AFL/North Kavkaz AFL/Belarus	toc trf trf	08may65 16dec67 10jun73	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 17 05	CCCP-45082 CCCP-45082 CCCP-45082 CCCP-45083	Tu-124V Tu-124V Tu-124V Tu-124V	AFL/Privolzhsk-KUF MAPLII Novosibirsk MAP Omsk Motors AFL/Northern-LED	toc trf trf toc	may65 18dec76 01jun78 02jun65	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 17 07	CCCP-45199	Tu-124V	Soviet AF/AFL c/s	rgd	29dec73	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 17 08	DM-SDB	Tu-124K2	EGAF/Interflug c/s	d/d	20aug65	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 17 09	CCCP-64452	Tu-124V	MAP LII Zhukovski	rgd	16jul75	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 17 10	CCCP-45084 CCCP-45085 CCCP-45086	Tu-124V Tu-124V Tu-124V	AFL/Privolzhsk-KUF MAP LII Zhukovski AFL/Northern-LED	toc trf toc	30jul65 07dec65 30aug65	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 18 02	CCCP-45087	Tu-124V	AFL/Privolzhsk-KZN	rgd	20sep65	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd- Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
5 35 18 03	CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45088 CCCP-45089 CCCP-45089 CCCP-45089 CCCP-45089 CCCP-45089 CCCP-45090 CCCP-45090 CCCP-45090	Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V Tu-124V	Aeroflot/USHVLP AFL/Northern Aeroflot/USHVLP AFL/Privolzhsk Aeroflot/USHVLP AFL/North Kavkaz Aeroflot/USHVLP AFL/Privolzhsk Aeroflot/USHVLP AFL/Privolzhsk Soviet Gvt/AFL c/s AFL/Moscow (MUTA) AFL/Georgia-TBS AFL/Belarus-MHP AFL/Privolzhsk-KZN AFL/International AFL/Estonia AFL/Privolzhsk-KZN	toc trf trf trf trf trf trf trf trf trf trf trf trf trf trf trf trf	06sep65 26aug68 29sep68 08jul73 23nov73 03aug74 04oct74 oct77 09oct65 28aug68 06oct68 28feb74 23jan79 30oct65 21oct67 21dec78	rgd 18may75; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based on a decree dated 18dec76 rgd 26dec77; canx 01jul86 rgd 20may65; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after some time and transported by rail to Minsk for repairs soc 26

5 35 18 10	CCCP-45093 CCCP-45093 CCCP-45093 ? V642	Tu-124V Tu-124V Tu-124V Tu-124K	AFL/International AFL/Belarus-MHP AFL/Privolzhsk-KZN Indian Air Force	toc trf trf d/d	14jan66 10oct67 22nov78 oct66	rgd 21feb66; 56 pax configuration; f/n ARN apr67 f/n MHP 29apr69; l/n MHP 20mar74 soc 18jul80 as could not be used in other ministries or departments used call-sign 'VU-AVA', ; f/n DEL 24oct67; names 'Raj Hansa' sep69; presented to the Lucknow State Museum within the Lucknow Zoo (N26.844817 E80.954517) for display by Mrs Indira Gandhi in dec84; f/n 02jan04, painted as 'Raj Huns'; l/n feb11 used call-sign 'VU-AVB'; f/n DEL 24oct67; w/o 05nov77 when crashed on second approach to Jorhat (Assam), hit trees and came down in a paddy field in Tetlagun village, all 5 crew killed but all passengers (including Prime Minister Morarji Desai) escaped basically unhurt used call-sign 'VU-AVC', named 'Rajdoot'; f/n DEL 24oct67; was stored at Palam, seen apr03/feb07, c/n checked; preserved in the Indian Air Force Museum (N28.574432 E77.116145) at Delhi-Indira Gandhi, seen feb05/may15 c/n not confirmed !; Hungarian Air Force insignia painted on, but not handed over, An-24B '907' acquired instead rgd 21apr67; 56 pax configuration; opb 235 OAO at VKO from 14apr67 until 29aug68
6 35 19 02 ?	V643	Tu-124K	Indian Air Force	d/d	oct66	used call-sign 'VU-AVB'; f/n DEL 24oct67; w/o 05nov77 when crashed on second approach to Jorhat (Assam), hit trees and came down in a paddy field in Tetlagun village, all 5 crew killed but all passengers (including Prime Minister Morarji Desai) escaped basically unhurt used call-sign 'VU-AVC', named 'Rajdoot'; f/n DEL 24oct67; was stored at Palam, seen apr03/feb07, c/n checked; preserved in the Indian Air Force Museum (N28.574432 E77.116145) at Delhi-Indira Gandhi, seen feb05/may15 c/n not confirmed !; Hungarian Air Force insignia painted on, but not handed over, An-24B '907' acquired instead rgd 21apr67; 56 pax configuration; opb 235 OAO at VKO from 14apr67 until 29aug68
6 35 19 03	V644	Tu-124K	Indian Air Force	d/d	oct66	used call-sign 'VU-AVB'; f/n DEL 24oct67; w/o 05nov77 when crashed on second approach to Jorhat (Assam), hit trees and came down in a paddy field in Tetlagun village, all 5 crew killed but all passengers (including Prime Minister Morarji Desai) escaped basically unhurt used call-sign 'VU-AVC', named 'Rajdoot'; f/n DEL 24oct67; was stored at Palam, seen apr03/feb07, c/n checked; preserved in the Indian Air Force Museum (N28.574432 E77.116145) at Delhi-Indira Gandhi, seen feb05/may15 c/n not confirmed !; Hungarian Air Force insignia painted on, but not handed over, An-24B '907' acquired instead rgd 21apr67; 56 pax configuration; opb 235 OAO at VKO from 14apr67 until 29aug68
6 35 19 04	--	Tu-124K2	Hungarian AF	ntu	early67	c/n not confirmed !; Hungarian Air Force insignia painted on, but not handed over, An-24B '907' acquired instead rgd 21apr67; 56 pax configuration; opb 235 OAO at VKO from 14apr67 until 29aug68
	CCCP-45094 CCCP-45094 CCCP-45094 CCCP-45094	Tu-124K2 Tu-124K2 Tu-124K2 Tu-124K2	Soviet Gvt/AFL c/s AFL/Moscow (MUTA) AFL/Lithuania-VNO AFL/Privolzhsk-KZN	toc trf trf trf	14apr67 29aug68 05sep68 25jun77	f/n VKO 02oct72 soc 18jul80 as could not be used in other ministries or departments; l/n Kazan-Two or Kazan KAPO jul97; the nose and part of the fuselage are mounted on the side of a building (N55.792490 E49.136906) c/n not confirmed !; Hungarian Air Force insignia painted on, but not handed over, An-24B '908' acquired instead; the aircraft probably went to the Soviet Air Force
6 35 19 05	--	Tu-124K2	Hungarian AF	ntu	early67	c/n not confirmed !; Hungarian Air Force insignia painted on, but not handed over, An-24B '908' acquired instead; the aircraft probably went to the Soviet Air Force

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

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

2 35 00 01	no code	Tu-124Sh	Soviet Air Force	mfd	1962	prototype; photo exists
3 35 00 04	"08" red	Tu-124Sh	Soviet Air Force	Tbv	12aug97	stored at Tambov-Military (West), l/n 31aug97, not present by 2001
3 35 00 05	not known	Tu-124USh	Soviet Air Force	ph.	ca.1981	opb VVAUL at Tambov
3 35 01 03	"11" red	Tu-124Sh	Soviet Air Force		photo	opb 604 uap; was stored at Tambov-Military (West), l/n 31aug97, no longer there by aug01
3 35 01 05	"53" red	Tu-124Sh	Soviet Air Force	ph.	1977	after accident at Lugansk, laying on its belly with rear fuselage section broken off and fire damage
3 35 02 01	"15" red	Tu-124Sh	Soviet Air Force	Tbv	aug97	wfu at Tambov-Military (West)
5 35 03 03	"55" blue	Tu-124Sh	Soviet Air Force		photo	in "Letectvi+Kosmonautika" # 2/1988; colour of code not confirmed as photo was black and white
5 35 04 02	"53" red	Tu-124Sh	Soviet Air Force	ph.	06may97	c/n checked; without bomb racks under the wings; with red cheatline; was preserved in Shevchenko Park at Nizhyn (Chernigov district of Ukraine), l/n as such 02may99, in bad condition, seen jun99 with freshly painted 'Rossiya' titles; scrapped around 2000
. 35 04 03	not known	Tu-124Sh	Soviet Air Force	ph.	jul79	opb 604 uap Chelyabinskogo VVAUSH at Chelyabinsk-Shagol; trf to Tambovskoye VVAUL in 1980
6 35 04 05	not known	Tu-124Sh	Soviet AF/PVO	ph.	1973	at Omsk-Severnoy; opb 64 ap at Omsk-Severnoy; with red cheatline
6 35 05 01	not known	Tu-124Sh	Soviet Air Force	ph.	jul79	opb 604 uap Chelyabinskogo VVAUSH at Chelyabinsk-Shagol; trf to Tambovskoye VVAUL in 1980
6 35 05 06	"65" blue	Tu-124Sh	Soviet AF/PVO	BTK	13jul97	opb 350 ap at Bratsk; wfu at Bratsk
7 35 05 09 ?	"35" blue	Tu-124Sh1	Soviet AF/PVO	ph.	03jun76	at Stavropol-Shpakovskoye; c/n not confirmed; opb SVVAULSh PVO; later opb 72 ap at Amerdama; flew AMV-NM about half a year after having run out of hours; airlifted by a Mi-26 to the centre of Naryan-Mar where it was preserved as a café; vandalised by teenagers and scrapped in late 1990s or early 2000s
7 35 06 01	"32" red	Tu-124Sh	Soviet Air Force	ph.	06may97	c/n checked; with red cheatline; preserved in a housing area near the gate of Nizhyn AFB (Chernigov district of Ukraine), l/n jun99; destroyed by arson around 2001, burned for 3 days
3 35 06 03	"50" red	Tu-124Sh	Soviet Air Force	Lum	27apr99	wfu this date; c/n painted on as such, but probably in error as the year does not seem to be correct, there is also a theory that the real c/n could be in fact 3350003; preserved in Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045) seen jun08/sep13
7 35 06 04	"04" blue	Tu-124Sh	Soviet AF/PVO	ph.	2010	c/n confirmed; opb 72 ap at Amerdama; used as a fire trainer at Amerdama, outer wings removed, l/n aug10
7 35 06 06	"28" red	Tu-124Sh	Soviet Air Force		photo	installed by Mi-26 "81" at ul. Stefanovskogo at Shchoikovo-3 garrison (Chkalovski) 19feb86, was to be preserved as a children's café, but the café closed after some time and the aircraft was left to its fate; destroyed by arson (the tail burnt out and broke off) and scrapped probably in the early 1990s
7 35 06 07	"57" red	Tu-124Sh	Soviet Air Force	Tbv	aug97	derelict without wings and tail
7 35 06 10	"22" red	Tu-124Sh	Soviet Air Force	ULY	29oct84	c/n painted on as such; opb TVVAUL at Tambov; arrived in the Museum of Civil Aviation at Ulyanovsk this date; l/n 1987
	CCCP-45017(2)	Tu-124Sh	Aeroflot	ULY	sep92	c/n plate checked many times as 0610; repainted in these fake Aeroflot markings by the Museum of Civil Aviation at Ulyanovsk and preserved there (N54.290263 E48.233760), l/n aug14; see c/n 1350502
7 35 07 02	"72" red	Tu-124Sh	Soviet Air Force		photo	opb 652 uap VVAUL at Tambov
6 35 04 05	"29" red	Tu-124Sh	Soviet Air Force	Tbv	aug97	derelict, with red cheatline and blue rudder; wfu probably in 1981
8 35 07 05	"18" red	Tu-124USh	Soviet Air Force	ph.	ca.1981	opb VVAUL at Tambov
8 35 07 06	CCCP-45095	Tu-124Sh	Soviet AF/AFL c/s	Spr	30jun71	rgd only 29dec73; opb 234 iap at Kubinka; seen RHE sep78 with 6 MiG-23s; l/n HEL 09jun80; CofA expired 14apr82; canx 06aug82
	"01" red	Tu-124Sh	Soviet Air Force	Kub	04may94	c/n not confirmed, but a photo shows it was one of the former Kubinka Tu-124s with new Aeroflot cheatline and titles and 'CCCP-' overpainted; was preserved at Kubinka, l/n 21aug95, partly dismantled; gone by aug99
8 35 07 07	CCCP-45135	Tu-124Sh	Soviet AF/AFL c/s	LBG	17jun71	rgd 29dec73 !; l/n Sperenberg 26may81; CofA canx 14apr82

Tu-124s with unknown c/ns

---	"02" blue	Tu-124	Soviet Air Force	ph.	aug09	colour of code very faded; in basic Aeroflot c/s, no titles; preserved in a park at Ulgunor (formerly Komsomolabad, Andijan region of Uzbekistan, N40.739419 E71.707091) from 1980, having been dismantled and transported from Tashkent-Tuzel
---	"15" blue	Tu-124Sh	Soviet AF/PVO		03jun76	at Mikhailovskoye (Stavropol region); opb SVVAULSh PVO; trf to 356 ap at Semipalatinsk 1978; trf to 350 ap at Bratsk 1986; unofficially named 'Lyuska'; l/n BTK 01jul92
---	"23" blue	Tu-124Sh	Soviet AF/PVO	ph.	08aug86	at Omsk-Severnoy; opb 64 ap at Omsk-Severnoy
---	"25" blue	Tu-124Sh	Soviet AF/PVO		photo	opb SVVAULSh PVO; trf to 356 ap at Semipalatinsk 1978; trf to 64 ap at Omsk around 1986; unofficially named 'Matilda'
---	"33" red	Tu-124Sh	Soviet Air Force		photo	preserved in a housing estate at Novomichurinsk, near Ryazan since early90s; scrapped oct06
---	"35" blue	Tu-124Sh	Soviet AF/PVO		03jun76	at Mikhailovskoye (Stavropol region); opb SVVAULSh PVO
---	"40" red	Tu-124Sh	Soviet Air Force		09may97	seen preserved at Kirovskoe; l/n 07may98
---	"45" blue	Tu-124Sh	Soviet AF/PVO		sep76	at Marinovka (Stavropol region); opb SVVAULSh PVO; probably trf to 64 ap at Omsk
---	"52"	Tu-124LL	Soviet Air Force		photo	received a non-standard nose with sensors; used by LOMO as a test-bed in the 1960s for the development of electrical-optical fuses for the AAMS K-80 (R-4) and R-40
---	"53" blue	Tu-124Sh	Soviet Air Force	Erm	16apr97	later scrapped, as fuselage only at Yermolino by aug02
---	"67"	Tu-124Sh	Soviet Air Force		photo	opb 604 uap
---	"53" ?	Tu-124Sh	Soviet Air Force			code from byavia.net, see next line
---	no code	Tu-124Sh	no markings	ph.	2009	preserved at ul. Lenina, Chachersk, on a square near the central bus station, (Gomel district of Belarus, N52.919175 E30.914408), since arriving from Zybrovka air base in 1992; was initially a cinema and now houses a 'Centre of Children's Creativeness', in natural metal colours with white/red/light blue cheatline, l/n apr11; seen jul11 covered in graffiti; seen jul14 in white c/s with red/green cheatline, grey undersides; l/n jul16

Tupolev Tu-134

The Soviets' answer to the DC-9, BAC-111 and SE 210 design of aircraft was the Tu-134. It first flew on 29 July 1963 and entered service between Moscow and Murmansk on 9 September 1967. International services commenced on 12 September 1967 on the Moscow - Stockholm route. Since then the type has served Aeroflot extensively within the Soviet Union and Europe. The Tu-134 has also seen a lot of employment outside the Soviet Union, with Balkan, MALEV and Interflug among the early customers. The first prototype of the Tu-134 was still called Tu-124A and has got the following features: 12 windows on the left-hand side (one on the entry door and 11 for the cabin), 13 windows on the right-hand side (two small above the square service door and 11 for the cabin), the air-cooling intake on the leading edge of the vertical stabiliser is tube-shaped and not aligned into the contour of the leading edge, the engine nacelles are short, i.e. from the D-20, the rivets are the same on all the aircraft. The initial two prototypes were converted from Tu-124 fuselages. From the tenth batch, production of the Tu-134A started. This version has a fuselage lengthened by 2.10 metres. This could be the reason that the 9th batch consists of 28, instead of the usual 10 aircraft, as the intention was to start the production of the Tu-134A with batch ten, but many shorter fuselages had already been produced. Many Tu-134As are now converted to Tu-134A-3s, a process still taking place at the Tu-134 rework at Minsk-Loshitsa.

All Tu-134s were built at factory # 135 Kharkov. Total production is reported by the factory as being 852 of which 199 were delivered to the Soviet Air Force. This 199 includes all versions, so also those in Aeroflot colours. The pure military production (Tu-134Sh and Tu-134UBL) must have been 166 as the civil line completed 686 aircraft but this does include aircraft that were delivered to the military. We are very grateful to Dimitri Komissarov & Yefim Gordon (Polygon Press Publishing Ltd.) for a lot of Tu-134 data they have supplied and can be found in the list below.

Regarding designations: The Tu-134K is the VIP version of the Tu-134 sans suffixe. The Tu-134AK is the VIP version of the Tu-134A built as such (unlike recent conversions of regular passenger-configured Tu-134As). The 'AK' can be identified by the additional entry door in front of the port engine (which is non-functional if the aircraft has been reconfigured to all-economy seating). The Tu-134AK appears in both standard ('glass-nosed') and export ('radar-nosed') versions, either of which may be equipped to Tu-134A standard (ie, with D-30 Srs. 2 engines) or Tu-134A-3 standard (with D-30 Srs. 3 engines). In contrast, regular Tu-134As built with no rear entry door and converted to VIP configuration are popularly called Tu-134A "Salon". As there are many passenger to Salon and Salon to passenger conversions, not visible from the outside, we make no mention of those Salon VIP conversions.

There is a sub-variant of the radar-nosed export version. It is sometimes called Tu-134A-1, but this designation cannot be confirmed by documents. This version was developed in 1975 to meet a requirement by Aviogenex and is outwardly identical to the later Tu-134B except for the nose titles, of course; ie, it combines the "Grozam134" radar with larger ICAO Type III rear emergency exits. On the other hand, the flight deck is identical to that of any radar-nosed 'A, with two pairs of throttles and one centrally-mounted radar display (ie, it lacks the Tu-134B's central control pedestal and side-mounted radar displays); hence there is no provision for flight spoilers. Four of these aircraft were converted from regular radar-nosed 'As for Aviogenex in 1975-76; the others were new-built aircraft, four more for Aviogenex and two for CSA Czechoslovak Airlines. Also, the final eight Tu-134AKs for the East German Air Force were built to this standard with Type III rear emergency exits.

The 'stinger-tail' airborne command post (ABCP) derivative of the Tu-134AK is called Tu-134 "Balkany", not Tu-135. The Tu-134AK ("Balkany") is an army staff transport enabling the work and communications of the army command and supporting the operations of army headquarters. The aircraft is equipped with a special communications centre enabling operation both on the ground and in flight. Thus to all intents and purposes the Tu-134 "Balkany" can be regarded as an army-level ABCP after all. (In reality the Tu-135 was an unbuilt four or six engine strategic bomber project of 1963 developed immediately after the Tu-134 and outwardly similar to the North American XB-70 Valkyrie.) The c/n plate is to be found on the front bulkhead of the nose wheel bay. As the plate is often painted over many times it is necessary to step on the nose wheel to have a close look. Also it helps to scrape off the old paint with a coin; however, first ask permission to do so and do not upset crews. Most c/ns have now been confirmed by CIS sources. In addition to the c/n plate in the nose wheel well, aircraft with the standard glazed 'bomb-aimer' nose have a second c/n plate on the flight deck (on the left-hand wall of the passage leading to the navigator's station). The Tu-134Sh-1/Sh-2 went one better than the others, though. Virtually all civil-registered aircraft (except maybe microlights) carry the registration on a plate or sticker in the cockpit/ flight deck as a reminder to facilitate working with air traffic control; the Tu-134 has two such plates affixed to the captain's and first officer's instrument panel shrouds. However, on the Tu-134Sh these plates carry the last four digits of the c/n (eg, aircraft c/n 2350104 carries "0104") or the complete eight-digit c/n (eg. 53550550).

Tu-134 production of the straight version from 1965 until 1970

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

00 00	CCCP-45075	Tu-124A	GKAT Tupolev OKB	f/f	29jul63	the first prototype of the Tu-134 was still called Tu-124A; c/n from an article by Sergei and Dmitri Komissarov; completed trials 06nov64; was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow in 1970/77; preserved at the territory of PTU No. 164 in the Novogireyevo district of Moscow (at ul. Molostovykh near the junction with Napolny proyezd, N55.758166 E37.831420) since 1977; although the aircraft rests on concrete blocks which are almost three metres high, its condition deteriorates from year to year (but the blocks are high enough to prevent checking the c/n plate in the nose-gear bay), l/n feb13; broken up apr13
00 01	CCCP-45076(1)	Tu-134	GKAP Tupolev OKB	f/f	09sep64	f/n LBG 15jun65; second prototype was called Tu-134; crashed 14jan66 whilst on trials with the NII VVS when Air Force test pilot applied maximum rudder deflection at never-exceed speed, causing loss of control; see Tu-124 c/n 0350001
---	--	Tu-134				static test airframe; has protruding air conditioner heat exchanger air intake on fin leading edge like CCCP-45076 but has one pair of emergency exits, which CCCP-45076 lacks altogether
---	--	Tu-134				dynamic test airframe for fatigue trials ?
5 35 00 02	CCCP-65600	Tu-134	MAP Tupolev OKB	f/f	14aug65	f/n LBG jun67; Tu-134LLChR; in Aeroflot c/s
	CCCP-65600	Tu-134	MAP LII Zhukovski	rgd	20jun75	canx 08apr78; preserved Urgench near the "Planer" hotel 08sep83, l/n oct85 and broken up later
6 35 00 03	CCCP-65601	Tu-134	MAP Tupolev OKB	BUD	21nov66	converted into a test-bed for the Tu-134A's powerplant (D-30-II engines and TA-8 APU), but NOT a Tu-134A, as the short fuselage was retained; line for this registration left blank on Soviet register; in Aeroflot c/s; used as a ground instructional airframe by the Kiev Institute of Civil Engineering, seen may04/apr05; stored in the State Aviation Museum at Kiev (N50.405042 E30.466001), l/n jun06/mar16 in an ever-deteriorating condition; repainted in multi c/s with a 'bird and wild cat' logo by 17sep16 and 'integrated-design.com - virtual technologies' titles; l/n 01oct16
6 35 00 04	CCCP-65602	Tu-134	AFL/GosNII GA	f/f	21jul66	first Tu-134 powered with D-30 engines; toc 25mar67; rgd 25nov70, late rgd !; soc 12mar84 and canx 25mar84 as to, see next line
	CCCP-65602	Tu-134	MRP NPO "Vzlyot"	trf	21may84	rgd 11jun84; broken up, but date and location unknown
6 35 00 05	CCCP-65603	Tu-134	AFL/GosNII GA	rgd	17nov70	late rgd; toc 05jan71; trf to Kirsanov technical School 12jul73; soc 22nov73 as worn out
6 35 01 01	CCCP-65604(1)	Tu-134	AFL/Moscow	toc	19apr67	72 pax configuration; may have been based at Gorki; was the first Tu-134 which was overhauled by 407 ARZ at Minsk (sep69/21apr70)
	CCCP-65604(1)	Tu-134	AFL/Northern-LED	trf	13may72	rgd 16jun72; opb 1-y Leningradski OAO; dbr 08jul72 while being loaded at Murmansk when a suitcase containing a bleaching agent (used for the regeneration of the air on board of submarines) was dropped in the rear luggage compartment by the luggage handlers so that the bleaching agent was set free and incinerated, the fire spread rapidly through the whole aircraft and it burnt out completely, no casualties; t/t 5,867 hours and 3,655 cycles; soc 26sep72
6 35 01 02	CCCP-65605(1)	Tu-134	AFL/Moscow	toc	03apr67	72 pax configuration; see c/n 09070
	CCCP-65605(1)	Tu-134	AFL/International	trf	16oct67	rgd 02dec67
	CCCP-65605(1)	Tu-134	Aeroflot/UShVLP	trf	06jan68	Ulyanovsk Advanced Flying Training College; soc 23jan82 as life-time expired; seen as an instructional airframe in the SVO technical school aug89; not seen since, so probably broken up there
6 35 01 03	CCCP-65606(1)	Tu-134	AFL/International	toc	08sep67	rgd 23sep67; 72 pax configuration; f/n SXF 04jan68; see c/n 46300
	CCCP-65606(1)	Tu-134	AFL/Moscow	trf	08may68	
	CCCP-65606(1)	Tu-134	AFL/Moldova-KIV	trf	30jun72	wfu autumn 1983 when it reached 15,000 cycles; soc 27dec83 as life-time expired
6 35 01 04	CCCP-65607(1)	Tu-134	AFL/GosNII GA	toc	03apr71	rgd 30may72, late rgd; dbr 17jul72 on a test flight to establish whether the Tu-134's electrical system can really operate 37 minutes after generator shut-down before switching to emergency power (as laid down in the flight manual), suffered dual engine flame-out on final approach as the crew forgot to switch on the fuel transfer pumps in time, ditched into the Klyazma reservoir near Moscow-Sheremet'yevo, stayed afloat and was towed to the banks by a tug; declared a write-off and used as a rescue trainer; soc 27dec72; broken up around 2000 and taken to a local breakers yard; see c/n 48560
6 35 01 05	CCCP-65608(1)	Tu-134	AFL/Moscow	toc	01apr67	72 pax configuration
	CCCP-65608(1)	Tu-134	Aeroflot/UShVLP	trf	03nov67	Ulyanovsk Advanced Flying Training College; f/n Trud 15nov67; rgd 20nov67; featured in the Soviet movie "Neveroyatnyye priklucheniya italyantsev v Rossii" (The Unbelievable Adventures of Italians in Russia) shot in 1974, landing on a 'road' (in fact the ULY runway painted as a road) among cars; soc 23jul82 as life-time expired; scrapped on the territory of the ATB at ULY; see c/n 38040
7 35 02 01	CCCP-65609(1)	Tu-134	AFL/Moscow	toc	08jul67	72 pax configuration; see c/n 46155
	CCCP-65609(1)	Tu-134	AFL/International	trf	08sep67	rgd 23sep67; f/n SXF 02oct67
	CCCP-65609(1)	Tu-134	AFL/Privolzhsk-KUF	trf	21nov72	
	CCCP-65609(1)	Tu-134	AFL/Privolzhsk-GOJ	trf	1976	l/n GOJ 24nov79; canx 04jan83; soc 17jan83 as life-time expired; ferried to Mogilyov (Belorussia) and preserved as a cinema at a pioneer camp since 19apr83, seen may95/sep07; in Gorodskoy park in Mogilev Belarus (N53.888242 E30.327932) since at least 2004 and in Aeroflot c/s until at least sep07
	CCCP-65609(1)	Tu-134	Globus		16oct10	registration under the wings only; seen in Gorodskoy park in Mogilev Belarus (N53.888242 E30.327932) repainted port side with large 'Globus' titles (an advertising agency) and mainly all white colours starboard side; l/n jul15, as such
7 35 02 02	CCCP-65610(1)	Tu-134	AFL/International	LBG	29may67	toc 07aug67; rgd 30jul70, late rgd; 72 pax configuration; see c/n 40150
	CCCP-65610(1)	Tu-134	Aeroflot/UShVLP	trf	21dec72	Ulyanovsk Advanced Flying Training College;; soc 21aug84 as life-time expired; seen ULY sep92/aug97, derelict; not seen jul05; broken up
7 35 02 03	"01" red	Tu-134	Soviet Air Force			military medevac Tu-134TS version prototype, but not confirmed !; no sightings and broken up, but location and date unknown
7 35 02 04	CCCP-65611(1)	Tu-134	AFL/International	toc	22sep67	f/n WAW 02oct67; rgd 05oct67; 72 pax configuration; l/n SVO 01jun70; see c/n 3351903
	CCCP-65611(1)	Tu-134	AFL/Northern	trf	11sep73	soc 23nov83 as life-time expired
7 35 02 05	CCCP-65612(1)	Tu-134	AFL/International	trf	18oct67	72 pax configuration; see c/n 3352102
	CCCP-65612(1)	Tu-134	Soviet Gvt/AFL c/s	trf	20nov67	rgd 20nov67; opb 235 OAO at VKO; f/n TAS 01apr68
	CCCP-65612(1)	Tu-134	AFL/Northern-LED	trf	06jul69	l/n LED 01aug70; soc 20may83 as life-time expired; scrapped at LED in 1991/1992
7 35 03 01	CCCP-65618(1)	Tu-134K	Soviet Gvt/AFL c/s	toc	21feb68	rgd 14mar68; opb 235 OAO at VKO; see c/n 12095
	CCCP-65618(1)	Tu-134K	Aeroflot/UShVLP	trf	17jan70	Ulyanovsk Advanced Flying Training College; f/n SVO 09mar70; was opb AFL/Leningrad-LED during the summer seasons
	CCCP-65618(1)	Tu-134K	AFL/VAU	trf	19jan71	Higher Aviation College; l/n VKO 27mar75
	CCCP-65618(1)	Tu-134K	AFL/North Kavkaz	trf	11jul75	
	CCCP-65618(1)	Tu-134K	AFL/AGA	trf	09oct75	Akademiya Grazhdanskoi Aviatsii (Civil Aviation Academy at Ulyanovsk); photo on internet taken in 1978 at LED
	CCCP-65618(1)	Tu-134K	AFL/Ulyanovsk HFS	trf	21jun83	soc 22may87 as life-time expired; was preserved at a playground at Ulyanovsk, seen aug92
	CCCP-65618(1)	Tu-134K	Aviastar	ph.	srpg.96	destroyed by arson in late 1997 or early 1998 and scrapped
7 35 03 02	CCCP-65614(1)	Tu-134	AFL/International	toc	16jan68	rgd 15feb68; 72 pax configuration; f/n CPH 21feb68; see c/n 4352207
	CCCP-65614(1)	Tu-134	AFL/Northern-LED	trf	31jan73	soc 16jul84 as life-time expired; seen Minsk-Chizovka technical School sep93/aug95
	EW-65614(1)	Tu-134	Aeroflot	trf	07oct95	still in the Minsk-Chizovka technical school, without a flag on the tail (N53.841923 E27.659369), l/n nov16
7 35 03 03	CCCP-65615(1)	Tu-134	Soviet Gvt/AFL c/s	toc	20mar69	rgd 24mar69; opb 235 OAO at VKO; see c/n 4352205
	CCCP-65615(1)	Tu-134	AFL/Northern	trf	16apr69	f/n LHR 13jun69; trf 04mar82 and last flight 08apr82 (to Kryvy Rih); used a ground instructional airframe by the Kryvy Rih Aeronautical School (N47.934827 E33.321084); soc 23sep82 as life-time expired; seen at the school jul96/apr16
7 35 03 04	CCCP-65616(1)	Tu-134K	Soviet Gvt/AFL c/s	toc	25mar68	rgd 23apr68; opb 235 OAO at VKO, 72 pax configuration; see c/n 4352206
	CCCP-65616(1)	Tu-134K	AFL/International	trf	30jan69	f/n VIE 24jul69; l/n FRA 02oct71
	CCCP-65616(1)	Tu-134K	AFL/Ukraine-HRK	trf	11oct73	l/n HRK 16dec80; soc 02dec85 as life-time expired; broken up at HRK 1989
8 35 03 05	CCCP-65617(1)	Tu-134	AFL/International	toc	23apr68	f/n SVO 24may68; rgd 29may68; 72 pax configuration; l/n FRA 14oct72; see c/n 08068
	CCCP-65617(1)	Tu-134	AFL/Northern	trf	21aug73	l/n LED 26jan74; soc 19mar84 as life-time expired
8 35 04 01	CCCP-65619(1)	Tu-134	Soviet Gvt/AFL c/s	toc	14jun68	rgd 25jun68; opb 235 OAO at VKO; f/n SVO 31jul68; see c/n 31218
	CCCP-65619(1)	Tu-134	Aeroflot/UShVLP	trf	23mar70	Ulyanovsk Advanced Flying Training College
	CCCP-65619(1)	Tu-134	AFL/Moscow	trf	05may70	
	CCCP-65619(1)	Tu-134	AFL/Moldova	trf	30jun72	soc 20apr82 as life-time expired
8 35 04 02	CCCP-65620(1)	Tu-134	Soviet Gvt/AFL c/s	toc	10jun68	rgd 19jun68; opb 235 OAO at VKO; see c/n 35180
	CCCP-65620(1)	Tu-134	AFL/Ukraine	trf	07aug70	f/n AMS 21may72; soc 23nov83 as life-time expired
8 35 04 03	CCCP-65613(1)	Tu-134	AFL/Moscow	toc	12jul68	rgd 15aug68; 72 pax configuration; see c/n 3352106
	CCCP-65613(1)	Tu-134	AFL/Moldova	trf	30jun72	f/n late72

	CCCP-65613(1)	Tu-134	AFL/Northern	trf	03apr73	trf 30mar82 to the Kryvy Rih Aeronautical School and used as ground instructional airframe (N47.934827 E33.321084); soc 23sep82 as life-time expired; seen jul96/may02; broken up in 2004
8 35 04 04	CCCP-65621(1)	Tu-134	AFL/Moscow	toc	18jul68	rgd 15aug68; 72 pax configuration; f/n VKO 22apr69; see c/n 48320
8 35 04 05	CCCP-65621(1)	Tu-134	AFL/Moldova	trf	30jun72	soc 25oct82 as life-time expired
	LZ-TUA	Tu-134	Balkan	d/d	sep68	seen LHR 31dec68; wfu SOF 1985; l/n SOF may92/jun99 as such; scrapped in 1999, tail to Burgas museum, l/n 03sep10
8 35 05 01	LZ-TUB	Tu-134	Balkan	d/d	sep68	f/n AMS 23dec68; l/n ARN 25dec72; crashed 10 min after take-off from Sofia 16mar78
8 35 05 02	DM-SCA	Tu-134	Interflug	rgd	29jul68	damaged on hard landing Dresden 30oct72, flew back to the Soviet Union for possible repair, which was subsequently not undertaken and probably broken up in ARZ-407 at Minsk
8 35 05 03	DM-SCB	Tu-134	Interflug	rgd	29jul68	f/n HEL 13jan76
	DDR-SCB	Tu-134	Interflug	rgd	19sep81	f/n AMS 20sep85; dbr in a hard landing; wfu 18nov85 with t/t 19,966 and 12,873 cycles; sat wfu at SXF; transported by road to Oschersleben 17oct88; was preserved as a café at Oschersleben, l/n jun03; dismantled sep04 and transported by road to Magdeburg 13oct04; preserved at Magdeburg airport (N52.077218 E11.621120) since, l/n jun15
8 35 05 04	CCCP-65622(1)	Tu-134	Soviet Gvt/AFL c/s	toc	02dec68	rgd 14jan69; opb 235 OAO at VKO; f/n FRA 25sep71; see c/n 60495
	CCCP-65622(1)	Tu-134	AFL/Ukraine-KBP	trf	21dec71	soc 19dec84 as life-time expired; seen DOK (N48.068635 E37.755453) may98, wfu, possibly used as a rescue trainer; l/n jul12; no longer visible on GE
8 35 05 05	CCCP-65623(1)	Tu-134	Soviet Gvt/AFL c/s	toc	10dec68	rgd 14jan69; opb 235 OAO at VKO; f/n VKO 07jul70; see c/n 49985
	CCCP-65623(1)	Tu-134	AFL/Moldova	trf	01apr72	f/n LBG may69 in Aeroflot c/s with exhibition number '827'; never flown as a Tu-134 sans suffixe; to Tu-134A-3 (probably the prototype ?) -1981, became, see next line; c/n given in old Soviet register and Russian register as 5350601 !
8 35 06 01	CCCP-65624	Tu-134A-3	MAP LII Zhukovski	rgd	09mar77	f/n ZIA 15aug92, in Aeroflot c/s; l/n ZIA 24aug95 as Tu-134A-3 (probably was the prototype); for Tupolev OKB; canx 07mar.. (year unknown); to EMERCOM of Russia training ground at Noginsk, Moscow Region (N55.916476 E38.479444), as a rescue trainer; l/n may08/may16
8 35 06 02	SP-LGA	Tu-134	LOT	mfd	nov68	rgd 05nov68; named 'Ignacy Paderewski'; canx 29jul82
	CCCP-65933	Tu-134	MAP Experimen. MSZ	rgd	23may83	old Soviet register and Russian register both give c/n as 7350602; photos, shows it retained the short fuselage without thrust reversers and just 'Tu-134' by the cockpit; initially in basic LOT c/s; repainted in full Aeroflot c/s, f/n as such SVO 15jul91; used for flights to Baikonur in support of the "Buran" programme; seen SVO 21jul91; l/n ZIA 15aug92
8 35 06 03	CCCP-65933	Tu-134	Myasishchev EMZ	ZIA	03sep93	in basic Aeroflot c/s, no titles; l/n ZIA 04sep93; canx but date unknown
	SP-LGB	Tu-134	LOT	rgd	23nov68	named 'Wladyslaw Reymont'; overshoot runway Warsaw 23jan80, hit a dykem, caught fire and was burnt out, canx 12apr80
8 35 06 04	HA-LBA	Tu-134	MALÉV	d/d	22dec68	rgd 15jan69; l/n LHR 05aug69; overran wet runway on landing Istanbul 19nov69, came to a halt in a ditch, fuselage and landing gear damaged, not repairable and broken up; nose section returned to Ferihegy for spares
8 35 06 05	HA-LBC	Tu-134	MALÉV	d/d	17jan69	right gear collapsed landing Amsterdam 07oct69, repaired; crashed 21sep77 at Urziceni, 38.7km from Bucharest when the crew failed to hold cleared altitude of 600 metres and continued descending glass nose; d/d jan69; named 'Beograd'; seen LGW 19oct69 and 13jun70; returned to Soviet Union apr71
9 35 07 01	YU-AHH	Tu-134	Aviogenex	mfd	06jan69	rgd 27jan72; f/n ROV 12apr72; l/n GOJ 15jul78; wfu 15sep82 with t/t 15,000 cycles; soc 22nov82 as life-time expired; trf to Cheboksary for use as an instructional airframe; l/n CSY 29jul92 and broken up there
	CCCP-65672	Tu-134	AFL/Moldova	toc	14may71	seen LHR 18feb73 and 05sep73; crashed in a field 300 metres short of Leipzig 01sep75 and was burnt out d/d 22may69; toc 22may69; rgd 17jun69; f/n FRA 03sep72; l/n DOK 10mar78; soc 24nov82 and canx 10dec82 as to the MAP
	CCCP-65672	Tu-134	AFL/Privolzhsk-GOJ	toc	15jul71	rgd 27oct83; in Aeroflot c/s; canx 14nov88; used as a fire-trainer at PEE, seen 23aug95/16aug99, derelict and later broken up
9 35 07 02	DM-SCD	Tu-134	Interflug	rgd	03jan69	rgd 24dec74; in Aeroflot c/s; f/n already 1970; soc and canx 12sep86
8 35 07 03	CCCP-65625	Tu-134	MAP Perm Motors	trf	25feb83	rgd 21oct86; in Aeroflot c/s; l/n DME 16apr92
9 35 07 04	CCCP-65626	Tu-134A	AFL/GosNII GA	toc	mar74	Shkola Vozdushnovo Transporta (Air Transport School) at Zhukovski; in Aeroflot c/s, no titles; l/n ALA 22apr93
	CCCP-65626	Tu-134A	MAP EMZ Myasishch. SHVT	trf	23aug86	still in Aeroflot c/s, no titles; l/n VKO 12may96; sold to Vaynakhavia in 1997, as such in incident report; damaged in the air raid by two Russian AF Su-25Ts on Chechen AF An-2 "099" at Grozny-Severny 23sep99; not repaired
	RA-65626	Tu-134A	IRS Aero	trf	28dec94	glass nose; named 'Zagreb'; seen LGW 12oct69; returned Soviet Union apr71
9 35 07 05	YU-AHI	Tu-134	Aviogenex	d/d	23jul69	rgd 16mar72; was not converted to a Tu-134A according to MGA document and Soviet register; f/n LED 30sep72; l/n MMK 15aug78; soc 18jan82 as life-time expired; flown to Kiev for use as ground instructional airframe but it was rejected as they wanted a Tu-134A; a three-metre fuselage part of a Tu-134 on which a small plate with 07-05 is attached was seen 2002 and later broken up
	CCCP-65673	Tu-134	AFL/Privolzhsk-GOJ	toc	11feb72	second aircraft delivered, could have been HA-LBB but no evidence available; hit ground in fog near Kiev on 16sep71 after two unsuccessful approaches, power was supplied by batteries for already 31 minutes due to generator failure, disintegrated on impact
9 35 08 01	HA-LBD	Tu-134	MALÉV	d/d	31dec68	d/d 03apr69; last flight 18dec87 over Budapest, same date as wfu, stored Ferihegy and handed over to MALÉV's Educational Centre aug88; handed over to transport museum aug91 and preserved Ferihegy Airport museum (N47.426711 E19.260471); the museum was renamed Aeropark in nov14; l/n nov16
9 35 08 02	HA-LBE	Tu-134	MALÉV	mfd	21mar69	rgd 06jun69; l/n CPH 20aug69
9 35 08 03	CCCP-65627	Tu-134	AFL/International	toc	21apr69	soc 23nov83 as life-time expired
	CCCP-65627	Tu-134	AFL/N.Kavkaz-ROV	trf	11sep73	named 'Maria Sklodowska-Curie'; canx 29jul82
9 35 08 04	SP-LGC	Tu-134	LOT	rgd	29apr69	in Aeroflot c/s; f/n DME 24apr89; canx but date unknown; stored at the factory airfield at Arsenyev (N44.146664 E133.25716), awaiting the opening of the Far Eastern Aviation Museum, seen dec07/aug11
	CCCP-65923	Tu-134	MAP Arsenyev APO	rgd	27jul83	named 'Ludwik Zamenhoff'; canx 29jul82
9 35 08 05	SP-LGD	Tu-134	LOT	rgd	26may69	seen Omsk 07sep89/12jun94, preserved in Aeroflot c/s; canx but date unknown
	CCCP-65922	Tu-134	MAP Omsk Motors	rgd	03mar83	canx 05apr96
9 35 08 06	SP-LGE	Tu-134	LOT	mfd	27may69	seen LHR 08jun70; wfu SOF 1985, l/n 16aug03; in use for anti-terrorist training at military facilities in Razgrad (N43.518118 E26.501546), f/n 2007, l/n sep11
	CCCP-65924	Tu-134	MAP Kom na Amu APO	rgd	14apr83	seen LGW 09may70; wfu SOF 1995; preserved in the town of Pordim, (N43.376271 E24.847195) complete with engines, in fading c/s; f/n aug02; repainted in 2007 and l/n in good condition 03sep12
9 35 08 07	LZ-TUC	Tu-134	Balkan	d/d	jun69	rgd 15aug69; opb 235 OAO at VKO; l/n SXF 16feb70
9 35 08 08	LZ-TUD	Tu-134	Balkan	d/d	jun69	Ulyanovsk Advanced Flying Training College
9 35 08 09	CCCP-65628	Tu-134	Soviet Gvt/AFL c/s	toc	21jul69	rgd 18aug83 as life-time expired
	CCCP-65628	Tu-134	Aeroflot/USHVLP	trf	06apr72	rgd 15aug69; opb 235 OAO at VKO; f/n SVO 20jun70
	CCCP-65628	Tu-134	AFL/Moldova	trf	06jun72	seen FRA 01jun74; soc 23nov83 as life-time expired
9 35 08 10	CCCP-65629	Tu-134	Soviet Gvt/AFL c/s	toc	24jul69	rgd 25aug69; f/n VKO 06apr72
	CCCP-65629	Tu-134	AFL/Ukraine	trf	23nov71	soc 22nov82 as life-time expired; was preserved at ul. Korzhenevskogo in Minsk-Kurasovshchina and initially used as children's café "Ikar" (Icarus) and later as a shooting saloon, l/n 1987; scrapped after an arson attack
9 35 09 01	CCCP-65630	Tu-134	AFL/Moscow	toc	06aug69	f/n ARN 19aug69; rgd 27aug69
	CCCP-65630	Tu-134	AFL/Moldova	trf	30jun72	canx mar84; soc 17apr84 as life-time expired; was preserved in a park at Grozny, but relocated to the airfield again at some time; badly damaged in an air raid by Russian AF Su-25s at Grozny-Severny 24nov94
9 35 09 02	CCCP-65631	Tu-134	AFL/International	toc	14aug69	rgd 07oct69; f/n MUC 20jun70; soc 20dec82 as life-time expired
	CCCP-65631	Tu-134	AFL/N.Kavkaz-ROV	trf	10aug73	had East German Air Force serial '175' allocated
9 35 09 03	CCCP-65632	Tu-134	AFL/Ukraine-KBP	toc	25aug69	canx 05may85; scrapped SXF jun86
9 35 09 04	DM-SCE	Tu-134K	EGAF/Interflug c/s	rgd	31oct69	had East German Air Force serial '183' allocated; l/n CGN 21feb74
	DM-SCE	Tu-134K	Interflug	trf	06dec73	f/n LUJ jun76; l/n SXF 30apr80
	DDR-SCE	Tu-134K	Interflug	rgd	13apr81	canx 05jun86; seen preserved at LEJ (N51.416692 E12.218005) mar90/jul13; broken up 05aug13
9 35 09 05	DM-SCF	Tu-134K	EGAF/Interflug c/s	rgd	31oct69	seen LPL 11dec72
	DM-SCF	Tu-134K	Interflug	trf	29mar74	preserved at Luftfahrthistorische Sammlung Finowfurt (N52.834377 E13.677399), f/n oct99, seen may10 in half LOT, half Interflug c/s for a film production; l/n jun11/may15 as such
	DDR-SCF	Tu-134K	Interflug	rgd	20jul81	rgd 25nov69; f/n KBP 15may70; based at HRK since aug80; l/n TJM 12aug81; soc 23nov83 as life-time expired
9 35 09 06	DM-SCH	Tu-134	Interflug	rgd	14aug69	rgd 19nov69; f/n LHR 24oct69; l/n LED 01sep81; soc 18oct83 as life-time expired; last flight 22aug85 (to MMK); was preserved at Murmansk since aug85, f/n jul90, l/n jun97; no longer there by spring 1998, broken up
	DDR-SCH	Tu-134	Interflug	rgd	16apr81	rgd 01dec69; f/n MUC 13jun70
9 35 09 07	CCCP-65633	Tu-134	AFL/Ukraine-KBP	toc	25oct69	soc 20jan84 as life-time expired; l/n HRK 30aug93, derelict and later broken up
9 35 09 08	CCCP-65634	Tu-134	AFL/Northern-LED	toc	10oct69	rgd 04dec69; f/n SXF 14feb70; trf 18jan83 to the Minsk Technical School; soc 18oct83 as worn out; seen MHP sep93/late97, derelict and later broken up
9 35 09 09	CCCP-65635	Tu-134	AFL/Ukraine-KBP	toc	06nov69	rgd 29dec69; f/n LHR 20feb70; trf 11jan83 to the Omsk Technical School; soc 20sep86 as worn out; possibly the Tu-134 visible on a GE image dated jul02 and again in pieces by may04
	CCCP-65635	Tu-134	AFL/Ukraine-HRK	trf	1977	d/d 29dec69; had East German Air Force serial 178 allocated
9 35 09 10	CCCP-65636	Tu-134	AFL/Northern-LED	toc	12nov69	f/n LHR 29may74; l/n SXF 30apr80
9 35 09 11	CCCP-65637	Tu-134	AFL/Northern	toc	09dec69	canx 06aug85, used as anti-terrorist trainer before being broken up at Erfurt 1985
9 35 09 12	DM-SCG	Tu-134K	EGAF/Interflug c/s	rgd	19nov69	f/n SXF 15jan70; used call-sign DM-VBB; reg cancelled 14nov75
	DM-SCG	Tu-134K	Interflug	trf	10jan74	in basic East German AF colours; was to be exported to South Yemen, but the deal fell through; l/n SXF 18feb76
9 35 09 13	DDR-SCG	Tu-134K	Interflug	rgd	08jul81	f/n CPH 01jun76; seen HEL 21oct78
	177	Tu-134K	East German AF	d/d	dec69	canx 23apr86; moved to Dresden apr86; was preserved at Bernsdorf before sold in 2000; transported by road to Merseburg jun01; preserved in Luftfahrt und Technik Museumspark at Merseburg, f/n dec03, l/n may16
	DM-SCZ	Tu-134K	no titles	SXF	dec75	f/n LHR 15jun70; wfu VAR 1985; preserved since 1994 near Varna in a playground; l/n jul02; scrapped in 2006
	DM-SCZ	Tu-134K	Interflug	rgd	01dec75	rgd 12feb70; opb 235 OAO at VKO; f/n AER 14may70
	DDR-SCZ	Tu-134K	Interflug	rgd	02apr81	
9 35 09 14	LZ-TUE	Tu-134	Balkan	d/d	dec69	
9 35 09 15	CCCP-65638	Tu-134	Soviet Gvt/AFL c/s	toc	10jan70	

9 35 09 16	CCCP-65638 YI-AED	Tu-134 Tu-134	AFL/Moldova Iraqi Airways	trf GVA	21feb72 27may71	l/n ROV 27may76; soc 16nov84 as life-time expired c/n not confirmed and sighting is doubtful; did not explode in mid-air over Jeddah 22jul71 as reported before, this crash was an Iraqi Air Force An-12 which crashed on approach in bad weather ! but registration suggests rgd around jun71; c/n confirmed; reported f/n HEL 19jul72 !; initially opb Soviet AF (8th ADON, Chkalovskaya AB); later reportedly transferred to MRP/LNPO Leninets and converted to SL-134K test-bed for Phazotron N-019 radar for MIG-29; if this is true, reconvered back to a standard Tu-134; canx 14apr82, same date as CCCP-65670, but probably only a paper canx ! f/n SVO 14aug92; in Aeroflot c/s l/n SVO may93, as such in Aeroflot c/s; MGA document suggests it was probably trf to AFL/Utals as some stage; soc 18mar98 as life-time expired; canx 09jun98; l/n PEE 16aug99, as such; wfu PEE (N57.911911 E56.010569), no titles with RA- prefix faded and CCCP- prefix bleeding through; seen aug01/jun16
	CCCP-65669	Tu-134K	Soviet AF/AFL c/s	rgd	29dec73	f/n AMS 01apr70; rgd 16apr70; had to make a forced landing at Simferopol 21may76 after problems with the left engine during take-off; hijacked to Helsinki 10jul77 on a flight from Petrozavodsk to Leningrad, no casualties; l/n KBP aug82; soc 28jun83 as life-time expired; transported to Vitebsk in 1983; was preserved at Moskovski prospekt near the Vitebsk Technological Institute of the Light Industry (VTILP) and used as the childrens' cinema "Polyot" (Flight) in 1983/88; damaged by arson in 1992 and subsequently scrapped f/n FRA 23may70; wfu 1985; moved in the mid 90s to the 'Air Sofia' Golf Club, Ihitiman near Sofia (N42.436911 E23.810511); the aircraft has been stripped internally and forms part of a new building which has been built around it with the exception of the rear end, minus the engines which protrude outside; details of the aircraft are on a small board on the wall; f/n aug02; l/n nov16 f/n SVO 06apr70; toc 15apr70; rgd 27apr70; opb 235 OAO at VKO
	CCCP-65669 RA-65669	Tu-134K Tu-134K	MAP Perm Motors MAP Perm Motors	rgd SVO	11jul91 30aug93	
9 35 09 17	CCCP-65639	Tu-134	AFL/Northern-LED	toc	02mar70	f/n AMS 01apr70; rgd 16apr70; had to make a forced landing at Simferopol 21may76 after problems with the left engine during take-off; hijacked to Helsinki 10jul77 on a flight from Petrozavodsk to Leningrad, no casualties; l/n KBP aug82; soc 28jun83 as life-time expired; transported to Vitebsk in 1983; was preserved at Moskovski prospekt near the Vitebsk Technological Institute of the Light Industry (VTILP) and used as the childrens' cinema "Polyot" (Flight) in 1983/88; damaged by arson in 1992 and subsequently scrapped f/n FRA 23may70; wfu 1985; moved in the mid 90s to the 'Air Sofia' Golf Club, Ihitiman near Sofia (N42.436911 E23.810511); the aircraft has been stripped internally and forms part of a new building which has been built around it with the exception of the rear end, minus the engines which protrude outside; details of the aircraft are on a small board on the wall; f/n aug02; l/n nov16 f/n SVO 06apr70; toc 15apr70; rgd 27apr70; opb 235 OAO at VKO
0 35 09 18	LZ-TUF	Tu-134	Balkan	d/d	mar70	f/n FRA 23may70; wfu 1985; moved in the mid 90s to the 'Air Sofia' Golf Club, Ihitiman near Sofia (N42.436911 E23.810511); the aircraft has been stripped internally and forms part of a new building which has been built around it with the exception of the rear end, minus the engines which protrude outside; details of the aircraft are on a small board on the wall; f/n aug02; l/n nov16 f/n SVO 06apr70; toc 15apr70; rgd 27apr70; opb 235 OAO at VKO
0 35 09 19	CCCP-65640 CCCP-65640 CCCP-65640	Tu-134 Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Privolzhsk-KUF AFL/Privolzhsk-GOJ	mfd trf trf	06apr70 23feb73 unknown	l/n 11aug79; soc 19mar83 as life-time expired rgd 26may70; opb 235 OAO at VKO; f/n SXF 14jun71
0 35 09 20	CCCP-65641 CCCP-65641	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV	toc trf	08may70 25oct72	rgd 26may70; opb 235 OAO at VKO; f/n SXF 14jun71 soc 19jul85 as life-time expired; l/n ROV jul92/may96, derelict; broken up
0 35 09 21	YU-AHS	Tu-134	Aviogenez	mfd	24apr70	radar nose; d/d 30apr70; named 'Skopje'; f/n AMS 14jun70; l/n LGW 25jul70; returned to Soviet Union apr71
	CCCP-65963	Tu-134	AFL/Privolzhsk-GOJ	toc	01jul72	rgd 15aug72; was not converted to a Tu-134A according to MGA document and Soviet register; l/n AER jun75; soc 23sep82 as life-time expired; used as a fire trainer at Gorki-Strigino until 1994, then scrapped f/n SXF 29nov70; l/n PRG jun77, red cheatline; see c/n 1351303 f/n ZRH 19oct78; wfu SOF 1989; used as ground instructional airframe by the Balkan training centre, carried additional 'Aviotsentor TsUTNT' titles; photo dec06 outside houses at Silistra (N44.121134 E27.275959); l/n sep12/mar15, in good condition
0 35 09 22	050 (1) LZ-TUO	Tu-134K Tu-134K	Bulgarian AF Balkan	d/d d/d	1970 1978	d/d 06may70; compensation for loss of HA-LBA; wfu 19may88; last service 11apr88 Düsseldorf-Budapest; last flight 19may88 to Szolnok for Air Force museum (N47.131111 E20.221497) and preserved there; seen oct04/sep16 d/d 20jul70; first MALÉV service 29oct70 to Moscow VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; photo HEL 25jan74 last flight and wfu 12mar88; now used by rescue team for training purpose; stored near Ferihegy ATC tower since 04may88 with 'training' titles but without registration painted on; partly burnt by fire-fighting; scrapped BUD 09sep04; engines remain in Budapest Airport Museum and fuselage at fire station, l/n aug06 d/d 05aug70; first MALÉV service 29oct70 to Warsaw VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03may74 f/n LHR 09feb75; last commercial flight and wfu 12jul88; last flight 18jul88 to Manching (Germany); trucked to Sinsheim; preserved at Auto & Technik Museum Sinsheim (N49.238926 E8.8987419) since 1989, l/n jan16 rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72; involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74 soc 16nov84 as life-time expired
0 35 09 23	HA-LBF	Tu-134	MALÉV	mfd	30apr70	d/d 06may70; compensation for loss of HA-LBA; wfu 19may88; last service 11apr88 Düsseldorf-Budapest; last flight 19may88 to Szolnok for Air Force museum (N47.131111 E20.221497) and preserved there; seen oct04/sep16 d/d 20jul70; first MALÉV service 29oct70 to Moscow VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; photo HEL 25jan74 last flight and wfu 12mar88; now used by rescue team for training purpose; stored near Ferihegy ATC tower since 04may88 with 'training' titles but without registration painted on; partly burnt by fire-fighting; scrapped BUD 09sep04; engines remain in Budapest Airport Museum and fuselage at fire station, l/n aug06 d/d 05aug70; first MALÉV service 29oct70 to Warsaw VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03may74 f/n LHR 09feb75; last commercial flight and wfu 12jul88; last flight 18jul88 to Manching (Germany); trucked to Sinsheim; preserved at Auto & Technik Museum Sinsheim (N49.238926 E8.8987419) since 1989, l/n jan16 rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72; involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74 soc 16nov84 as life-time expired
0 35 09 24	HA-LBG HA-924 HA-LBG	Tu-134K Tu-134K Tu-134K	MALÉV/VIP flight Hungarian Gvt MALÉV	mfd r/r r/r	19may70 01sep72 05oct74	d/d 06may70; compensation for loss of HA-LBA; wfu 19may88; last service 11apr88 Düsseldorf-Budapest; last flight 19may88 to Szolnok for Air Force museum (N47.131111 E20.221497) and preserved there; seen oct04/sep16 d/d 20jul70; first MALÉV service 29oct70 to Moscow VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; photo HEL 25jan74 last flight and wfu 12mar88; now used by rescue team for training purpose; stored near Ferihegy ATC tower since 04may88 with 'training' titles but without registration painted on; partly burnt by fire-fighting; scrapped BUD 09sep04; engines remain in Budapest Airport Museum and fuselage at fire station, l/n aug06 d/d 05aug70; first MALÉV service 29oct70 to Warsaw VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03may74 f/n LHR 09feb75; last commercial flight and wfu 12jul88; last flight 18jul88 to Manching (Germany); trucked to Sinsheim; preserved at Auto & Technik Museum Sinsheim (N49.238926 E8.8987419) since 1989, l/n jan16 rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72; involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74 soc 16nov84 as life-time expired
0 35 09 25	HA-LBH HA-925 HA-LBH	Tu-134K Tu-134K Tu-134K	MALÉV/VIP dept. Hungarian Gvt MALÉV	mfd r/r r/r	27may70 01sep72 05oct74	d/d 06may70; compensation for loss of HA-LBA; wfu 19may88; last service 11apr88 Düsseldorf-Budapest; last flight 19may88 to Szolnok for Air Force museum (N47.131111 E20.221497) and preserved there; seen oct04/sep16 d/d 20jul70; first MALÉV service 29oct70 to Moscow VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; photo HEL 25jan74 last flight and wfu 12mar88; now used by rescue team for training purpose; stored near Ferihegy ATC tower since 04may88 with 'training' titles but without registration painted on; partly burnt by fire-fighting; scrapped BUD 09sep04; engines remain in Budapest Airport Museum and fuselage at fire station, l/n aug06 d/d 05aug70; first MALÉV service 29oct70 to Warsaw VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03may74 f/n LHR 09feb75; last commercial flight and wfu 12jul88; last flight 18jul88 to Manching (Germany); trucked to Sinsheim; preserved at Auto & Technik Museum Sinsheim (N49.238926 E8.8987419) since 1989, l/n jan16 rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72; involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74 soc 16nov84 as life-time expired
0 35 09 26	CCCP-65642	Tu-134	AFL/Northern-LED	toc	07jul70	rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72; involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74 soc 16nov84 as life-time expired
0 35 09 27	CCCP-65643	Tu-134	AFL/Northern-LED	toc	22jul70	rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72; involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74 soc 16nov84 as life-time expired
0 35 09 28	CCCP-65644	Tu-134	Soviet Gvt/AFL c/s	toc	18aug70	rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72; involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74 soc 16nov84 as life-time expired
	CCCP-65644	Tu-134	AFL/N.Kavkaz-ROV	trf	05jan73	rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; l/n LED 22sep91 derelict, later broken up rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out; l/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; l/n NIC 13sep72; involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74 soc 16nov84 as life-time expired

Production of the 'lengthened' Tu-134A from 1970 until 1974

9 35 10 01	CCCP-65646 CCCP-65646 CCCP-65646	Tu-134A Tu-134A Tu-134A	AFL/Moscow AFL/Moldova Aeroflot/USHVLP	toc trf trf	24mar70 29sep71 04mar76	f/n dec70; rgd 12jul71; the first 'lengthened' Tu-134A, 81st aircraft built; seen SXF jun71 Ulyanovsk Advanced Flying Training College; soc 21sep83 as life-time expired
0 35 10 02	CCCP-65647 CCCP-65647	Tu-134A Tu-134A	Aeroflot/USHVLP AFL/Moldova-KIV	toc trf	25apr70 26aug71	rgd 01oct71; f/n VKO 03jun71; reported in an incident report VKO 17may73, details not known; soc 24dec74 f/n VKO 30jun70; rgd 12jul71 Ulyanovsk Advanced Flying Training College
0 35 10 03	CCCP-65648 CCCP-65648 CCCP-65648 CCCP-65648	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Moscow Aeroflot/USHVLP AFL/Tyumen Aeroflot/USHVLP	toc trf trf trf	07may70 11feb72 29mar72 14dec74	Ulyanovsk Advanced Flying Training College; soc 21aug84 as life-time expired; was preserved in the Museum of Civil Aviation at Ulyanovsk, f/n sep92, l/n aug93; broken up in 2002 at the museum because of its poor condition and replaced by CCCP-65748 toc 22aug70; rgd 30sep71 dbr in crash-landing at Tyumen-Roshchino 31may79 when a tyre on the port main gear blew due to overheating after the fourth consecutive take-off, causing a hydraulics fire, total time 12,295 hours and 7,789 cycles; soc 30jul79 rgd 30sep71; f/n VKO 06apr71
0 35 10 04	CCCP-65649 CCCP-65649	Tu-134A Tu-134A	AFL/Moscow AFL/Tyumen-TJM	mfd trf	18aug70 31mar72	and to Riga aviation institute; soc 15dec81 as life-time expired; seen RSC 28aug93 as instructional airframe, still present 22aug96 and broken up by sep97 toc 23nov70; rgd 09dec70; f/n SVO 02jun71
0 35 10 05	CCCP-65645 CCCP-65645 CCCP-65645 CCCP-65645	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Moscow AFL/Moldova AFL/Ukraine AFL/GosNII GA	toc trf trf trf	21jul70 30jun72 19jul72 1975	later GOJ based l/n LED 17may91 l/n KUF 16sep97; seen stored Gyumri, Armenia, apr01/nov01 toc 18nov70; rgd 01dec70; in non-standard c/s with blue tail; f/n CPH 12dec70;
0 35 10 06	CCCP-65650 CCCP-65650 CCCP-65650 CCCP-65650 EK-65650	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/International AFL/Latvia AFL/Privolzhsk-KUF AFL/Armenia Armenian Airlines	mfd trf trf trf VKO	31oct70 28feb74 30jan81 01jul89 14nov93	and to Riga aviation institute; soc 15dec81 as life-time expired; seen RSC 28aug93 as instructional airframe, still present 22aug96 and broken up by sep97 toc 23nov70; rgd 09dec70; f/n SVO 02jun71
0 35 10 07	CCCP-65651 CCCP-65651 RA-65651 RA-65651	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/International AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd trf PRG trf	31oct70 10dec73 11nov92 31aug94	later GOJ based l/n LED 17may91 l/n KUF 16sep97; seen stored Gyumri, Armenia, apr01/nov01 toc 18nov70; rgd 01dec70; in non-standard c/s with blue tail; f/n CPH 12dec70;
0 35 10 08	CCCP-65652	Tu-134A-3 Tu-134A	Tyumen Airlines AFL/Northern	trf toc	31aug94 18nov70	soc 03jun96 as life-time expired; canx 05jun96; seen TJM jul00/aug04, derelict; still present jun06 ? rgd 30dec70; f/n LED 26mar72; seen HEL 11nov78 in non-standard c/s on lower fuselage, wings and engine nacelles unpainted; l/n KRR 15dec83; soc 16nov84 as life-time expired toc 18nov70; rgd 30dec70; in non-standard c/s with blue tail; f/n LED 30jun72; soc and canx 04jul84 as to the MAP rgd 19apr86; f/n in Aeroflot c/s OVB 21apr93 with a closed nose (special radar) seen DME 25aug97 again with a glass nose; l/n DME 22aug99 l/n VKO 08jul00 l/n MHP 28aug03; canx 23jan03, soc 30jan03; still owned by the SibNIA institute; seen without titles MHP 28aug07; l/n MHP 12may08, bare metal l/n MHP 03mar12/07may16, stored
0 35 10 09	CCCP-65653 RA-65653 RA-65653 RA-65653	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Northern MAP Siberian NII Tyumen Airlines Sirius Aero Sirius Aero, n/t	mfd trf trf VKO	31oct70 30jul84 29aug95 20may00 16aug01	seen DME 25aug97 again with a glass nose; l/n DME 22aug99 l/n VKO 08jul00 l/n MHP 28aug03; canx 23jan03, soc 30jan03; still owned by the SibNIA institute; seen without titles MHP 28aug07; l/n MHP 12may08, bare metal l/n MHP 03mar12/07may16, stored
0 35 10 10	RA-65653 CCCP-65654	Tu-134A Tu-134A	Alosa AFL/Northern	MHP toc	15oct08 18nov70	rgd 30dec70; f/n LED 26mar72; soc 16jul84 as life-time expired; used as ground instructional airframe by the Riga aviation institute (RKIGA), seen RSC aug93/aug96; broken up by sep97 rgd 23nov70; c/n as such in MGA document, but Soviet register gives c/n as starting with a '9'; f/n VIE 1971; soc 22dec83 as life-time expired; seen wfu Kharkiv-North 14jul93, and preserved there 12sep99 in Aeroflot c/s, in poor condition with a very faded serial, only a "5" visible seen freshly painted and preserved at Kharkiv-North (N50.025180 E36.265138) with this fake registration and titles; l/n sep12; see c/n 63520
0 35 11 01	CCCP-65655	Tu-134A	AFL/Ukraine	toc	05nov70	rgd 23nov70; c/n as such in MGA document, but Soviet register gives c/n as starting with a '9'; f/n VIE 1971; soc 22dec83 as life-time expired; seen wfu Kharkiv-North 14jul93, and preserved there 12sep99 in Aeroflot c/s, in poor condition with a very faded serial, only a "5" visible seen freshly painted and preserved at Kharkiv-North (N50.025180 E36.265138) with this fake registration and titles; l/n sep12; see c/n 63520
	UR-65713(2)	Tu-134A-3	Ukraine		29sep04	seen freshly painted and preserved at Kharkiv-North (N50.025180 E36.265138) with this fake registration and titles; l/n sep12; see c/n 63520
0 35 11 02	CCCP-65656	Tu-134A	AFL/Ukraine	toc	19nov70	rgd 23dec70; f/n VIE 1971; last reported over Krasnograd, Ukraine, 11aug79 in the accident report of CCCP-65735/CCCP-65816, crossed the flight path of CCCP-65816 with a one-minute interval; soc 24jan84 as life-time expired
0 35 11 03	CCCP-65657	Tu-134A	AFL/Armenia-EVN	mfd	22oct70	toc 04dec70; rgd 21dec70; f/n AMM 05aug72; dbr 17jun83 when hit storm turbulence near Gali, Abkhazia whilst en route from Lvov to Yerevan; landed safely but written off on account of permanent structural deformation caused by excessive G loads (+3.05/-0.65), t/t 17,870 hours and 11,029 cycles; soc 10jul84; airframe used in 1986 for fire tests at Yerevan-Zvartnots airport during the investigation of the crash of Tu-134AK CCCP-65120 (see below) which had been caused by an in-flight fire in the aft equipment bay; wreck seen by a lake near Hrazdan, Armenia, 02oct94 rgd 21dec70; f/n BEY 08jan72; soc 31dec86 for laboratory research Ulyanovsk Advanced Flying Training College; rgd 19jan71; soc 29jun82 as life-time expired rgd 01feb71; opb 235 OAO at VKO; f/n early72 soc 18oct84 as life-time expired toc 13jan71; rgd 01feb71; opb 235 OAO at VKO; f/n CPH 03mar71
0 35 11 04	CCCP-65658	Tu-134A	AFL/Armenia-EVN	toc	04dec60	rgd 21dec70; f/n BEY 08jan72; soc 31dec86 for laboratory research
0 35 11 05	CCCP-65659	Tu-134A	Aeroflot/USHVLP	toc	23dec70	Ulyanovsk Advanced Flying Training College; rgd 19jan71; soc 29jun82 as life-time expired
0 35 11 06	CCCP-65660	Tu-134A	Soviet Gvt/AFL c/s	toc	07jan71	rgd 01feb71; opb 235 OAO at VKO; f/n early72
0 35 11 07	CCCP-65660 CCCP-65661 CCCP-65661 RA-65661 RA-65661	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/N.Kavkaz-ROV Soviet Gvt/AFL c/s AFL/Tyumen-TJM Aeroflot Tyumen Airlines	trf mfd trf PRG trf	27dec72 28oct70 28sep72 06sep93 31aug94	rgd 01feb71; opb 235 OAO at VKO; f/n CPH 03mar71
1 35 11 08	CCCP-65662	Tu-134A	AFL/Privolzhsk-GOJ	mfd	05feb71	f/n DME 07may95 as Tu-134A-3; l/n SVX 23aug95; soc 03jun95 as life-time expired; canx 05jun96 toc 22feb71; rgd 02apr71; f/n UFA 1971; soc 20dec82 as life-time expired; ferried to Kuibyshev-Kurumoch for fire-brigade training; left engine nacelle subsequently removed and fitted to Tu-134AK CCCP-65045 to replace a unit damaged by an engine fire; seen KUF apr93/aug04 on the fire dump

0 35 11 09	CCCP-65663	Tu-134AK	Soviet Gvt/AFL c/s	toc	16apr71	rgd 17jun71; c/n starts with a 0 according to the Soviet register and MGA document; opb 235 OAO at VKO; f/n LHR 19apr72; damaged on the ground at GOJ 08feb76 when a vehicle hit the left wing flap; repaired
	CCCP-65663	Tu-134AK	Aeroflot/UShVLP	trf	30jan75	Ulyanovsk Advanced Flying Training College; trf 04may88 to the technical school at Minsk-Chizovka; soc and canx 26sep89 as worn out; f/n sep93, l/n jul95
	EW-65663	Tu-134AK	Aeroflot c/s		07oct95	in the technical school at Minsk-Chizovka (N53.842725 E27.660605) with fake prefix, no flag on fin; l/n jul15
0 35 11 10	CCCP-65670	Tu-134AK	Soviet AF/AFL c/s	mfd	31mar71	believed to be Tu-134AK prototype; f/n PRG 13sep72; rgd 29dec73; l/n Spereberg 02jan79; w/o 28jul89 on landing at Ulan-Ude-Mukhino when touched down in fog 300 metres short of the runway threshold and 33 metres to the right of its extended centreline, broke up, came to rest upside down and burnt out, all 5 crew escaped with minor injuries; canx 14apr82 (same date as CCCP-65669), but probably is a 'paper' canx !
1 35 12 01	CCCP-65665	Tu-134AK	Soviet Gvt/AFL c/s	toc	21may71	rgd 17jun71; opb 235 OAO; was equipped with a "Tatra" HF-communications suite for a while; f/n LHR 09apr72
	CCCP-65665	Tu-134AK	Aeroflot/UShVLP	trf	21mar75	Ulyanovsk Advanced Flying Training College; soc 02aug89 as life-time expired; canx 08aug89; l/n ULY aug97/aug99, wfu; broken up before 2005
1 35 12 02	CCCP-65666	Tu-134AK	Soviet Gvt/AFL c/s	toc	11jun71	rgd 23jun71; opb 235 OAO; was equipped with a "Tatra" HF-communications suite for a while; f/n ARN 02apr73
	CCCP-65666	Tu-134AK	AFL/N.Kavkaz-ROV	trf	24jul75	last reported as CCCP- in an incident report at KGF 24jan87
	RA-65666	Tu-134A-3	Aeroflot	VKO	02sep93	
	RA-65666	Tu-134A-3	Donavia	trf	25nov93	seen ROV 13may96 in Aeroflot c/s, no titles; soc 01jul97 as life-time expired; canx 15oct97
1 35 12 03	YU-AHX	Tu-134A	Aviogenex	d/d	24mar71	first Tu-134A with radar nose; named 'Beograd'; f/n LGW 01may71; returned to Soviet Union 24dec90
	CCCP-93930	Tu-134A	MAP Kharkov APO	rgd	01feb91	
	OB-1489	Tu-134A-3	Aero Tumi	d/d	sep92	rgd 25feb93; reported returned from lease jun93
	OB-1489	Tu-134A-3	Imperial Air	LIM	15jan94	named 'Inca Roca'; reported wfu 14may94; CodR expiry 25sep94
	no reg	Tu-134A-3	no titles	LIM	04feb97	stored (S12.038292 W77.104134), l/n sep97/nov09; canx 18feb00; derelict by 2005, engines and doors missing, thick layer of dirt; no longer visible on GE image dated 03mar11, broken up ?
1 35 12 04	YU-AHY	Tu-134A	Aviogenex	d/d	15apr71	named 'Zagreb'; f/n LGW 15may71
	TC-ALV	Tu-134A-3	Nesu Air	d/d	mar88	f/n IST 20mar88; l/n FRA 08jul89
	YU-AHY	Tu-134A-3	Aviogenex	ret	nov89	returned to Soviet Union 28dec90
	93926	Tu-134A-3	MAP Arsenyev APO	rgd	20mar91	f/n VKO 16may93 in Aeroflot c/s
	RA-93926	Tu-134A-3	Aeroflot	VKO	05jul93	still in Aviogenex c/s with 'AHY' on nose wheel door; canx 04jun03
1 35 12 05	YU-AHZ	Tu-134A	Aviogenex	d/d	22apr71	named 'Skopje'; crashed near Rijeka 23may71
1 35 12 06	YU-AJA	Tu-134A	Aviogenex	mfd	17apr71	d/d 29apr71; f/n LGW 10jul71; named 'Titograd'; l/n HAJ apr87
	TC-ALU	Tu-134A-3	Nesu Air	d/d	aug88	reportedly carried the 'transition' registration TC-AJA for some time, but no proof; f/n HAJ 13aug88
	YU-AJA	Tu-134A-3	Nesu Air	STR	jul89	still wearing 'Nesu Air' titles
	YU-AJA	Tu-134A-3	Aviogenex	ret	aug89	f/n EMA 01oct89; returned to Soviet Union 28dec90
	CCCP-93929	Tu-134A-3	MAP Irkutsk APO	rgd	31jan92	white fuselage/blue cheatline and red undersides with 'Aeroflot' titles, type painted as 'Tu-134A'; f/n VKO 08jul92; canx 14mar96
1 35 12 07	CCCP-65667	Tu-134A	MAP Tupolev OKB	mfd	27apr71	d/d 15may71; equipped with a "Gроза" radar; in Aeroflot c/s, with blue fin in the early 1970s; f/n PRG 23may71; carried Paris Air Show exhibition number '828', f/n as such NSK apr72 and l/n as such SCW 13feb73; seen LBG 31may73 with Paris Air Show exhibition number '453' still with blue fin
	CCCP-65667	Tu-134A	MAP LII Zhukovski	rgd	17sep74	f/n as Tu-134A-3 VKO 16aug92
	RA-65667	Tu-134A-3	Arkhangel'sk AI	trf	03mar93	seen VKO 21mar93 in Aeroflot c/s with titles; l/n VKO 18aug93 as such; f/n SVO 16may95 as Arkhangel'sk AI
	RA-65667	Tu-134A-3	Tupolev OKB	rgd	12sep96	f/n ZIA 23aug97 in basic Aeroflot c/s, no titles; l/n ZIA 19sep99 operational; engines removed 23sep99; t/t 9,492 hours and 6,036 cycles by 01jul00; seen ZIA aug01, wfu; l/n aug03; scrapped at Zhukovski in 2004
1 35 12 08	CCCP-65671	Tu-134AK	KGB/Border Guards	mfd	13may71	with glass nose; in Aeroflot c/s; rgd 23jun71
	CCCP-65671	Tu-134AK	Soviet Gvt/AFL c/s	trf	14nov73	opb 235 OAO at VKO
	CCCP-65671	Tu-134AK	AFL/Privolzhsk-UFA	trf	19dec73	f/n SVO 17feb75
	RA-65671	Tu-134A-3	Aeroflot	DME	15may93	
	RA-65671	Tu-134A-3	Aeroflot c/s, n/t	UFA	12jun94	
	RA-65671	Tu-134A-3	Bashkirian AI	trf	30jun94	f/n DME 07may95; l/n UFA 18aug99, wfu but still in fleet list 31dec00; canx 09nov01; soc 18oct02 as life-time expired
1 35 12 09	LZ-TUK	Tu-134A	Bul Gvt/Balkan c/s	d/d	early71	f/n CPH 19jun71; one of the very few Tu-134A "Salons" built as such (with VIP interior but no rear entry door!), possibly due to an error in processing the order; converted to standard Tu-134A before transfer to Balkan; l/n LHR 20nov72
	LZ-TUK	Tu-134A	Balkan	SXF	feb74	seen LHR dec86; wfu SOF 1989, scrapped 1998/99
	CCCP-65664	Tu-134AK	AFL/Azerbaijan	toc	02jul71	rgd 27jul71; f/n VKO 04oct72
	CCCP-65664	Tu-134A	AFL/Belarus-MSQ	trf	27may82	l/n MSQ 07sep93
	EW-65664	Tu-134A	Belavia	MSQ	10jul94	l/n MSQ 12may96, broken up
1 35 13 01	HA-LBI	Tu-134A	MALÉV	mfd	08jun71	rgd 18jun71; d/d 19jun71; first service 30jun71 to Berlin; was converted to Tu-134A-3 mar84, last service 15nov94; grounded 18nov94 because of the accident of HA-LBK and wfu 10dec94; canx 03apr96; used for spares and broken up Ferihegy 06feb97/14feb97
1 35 13 02	HA-LBK	Tu-134A	MALÉV	mfd	17jun71	d/d and rgd 26jun71; first service 02jul71 to Copenhagen; converted to Tu-134A-3 29nov84; on 18nov94 gear failed to deploy until the crew cut a hole in the floor with the on-board axe to force the gear; although landed safely, was grounded and not flown anymore; wfu 10dec94 and stored for spares; canx 03apr96; broken up Ferihegy from 24feb97 to 04mar97
1 35 13 03	LZ-TUP	Tu-134AK	Bul AF/Balkan c/s	d/d	1971	f/n SOF jul71; l/n CGN 24nov75
	050 (2)	Tu-134AK	Bulgarian AF	SXF	06dec78	see c/n 0350922
	LZ-TUP	Tu-134AK	Bul AF/Balkan c/s	SXF	08sep80	l/n SOF 17apr95
	LZ D 050	Tu-134AK	Bulgarian AF	FFD	21jul95	l/n BRU 02oct96; report as just 050 SOF 11feb97 seems doubtful
	LZ-TUP	Tu-134AK	Hemus Air	PRG	07sep97	l/n SOF 26apr01 operational
	LZ-ACS	Tu-134AK	Transair	SOF	05jul02	l/n SOF 10feb04; bought by a film studio to make movies about hijacking airplanes; scrapped in 2004
1 35 13 04	DM-SCK	Tu-134AK	EGAF/Interflug c/s	mfd	22jun71	rgd 30jul71; l/n CGN 15jan74
	DM-SCK	Tu-134AK	Interflug	trf	nov75	l/n VIE 23jun80
	DDR-SCK	Tu-134AK	Interflug	rgd	01jul81	f/n HEL 17apr87; wfu 09sep90; canx 29sep90; last flight 30sep90 (to Augsburg); was preserved at Augsburg; moved to Hermeskeil in spring 1994 and preserved at Flugausstellung Junior (N49.686045 E6.9625261), f/n mar95, l/n aug13
1 35 13 05	D-AOBB	Tu-134AK	Interflug	res	1990	not taken up
	DM-SCL	Tu-134AK	EGAF/Interflug c/s	rgd	30jul71	l/n CGN 25apr74
	182	Tu-134AK	East German AF	Max	14jan76	used call-sign DM-VBD until jul76
	DM-SCL	Tu-134AK	Interflug	trf	12may77	l/n LGW 12jul80
	DDR-SCL	Tu-134AK	Interflug	rgd	08may81	f/n LGW 02jan82; canx 29jan90; last flight 29jan90 (to Lhr); preserved at the 'Hydro Gerätebau' headquarters at Biberach (N48.334426 E8.0345259) in white c/s with blue trim and 'Hydro' titles, l/n nov10
1 35 13 06	CCCP-65668	Tu-134A	AFL/Armenia-EVN	toc	04aug71	rgd 01oct71; had a radio operator, which regular Tu-134As did not have; in non-standard c/s with blue tail; f/n HEL 18aug72; w/o 30jun73 on the leg from Amman to Beirut of a flight from Amman to Moscow when overran the runway at Amman after an aborted take-off during a partial solar eclipse, the piloting check-pilot had the impression that the speed dropped due to failure of one engine (although both engines were working normally) and aborted the take-off at a speed of 265 km/h (although V1 was 252 km/h), the aircraft overran the runway, came down the slope of a ravine, collided with trees and eventually with a one-storey concrete building 290 metres behind the runway threshold and broke into three parts, 2 of the 7 crew and 7 persons in the building killed while all 78 passengers escaped unhurt or with minor injuries; the accident investigation commission did not rule out that the partial solar eclipse could have influenced the perceptions of the pilot; t/t 2,822 hours; soc and canx 31oct73
1 35 13 07	CCCP-65727(1)	Tu-134A	AFL/Azerbaijan	mfd	31jul71	rgd 24aug71; on charge as of 01oct71; f/n DME 23oct72
	CCCP-65727(1)	Tu-134A	AFL/Moldova-KIV	trf	15jun82	converted to Tu-134A-3, date unknown; damaged 28aug87 at Yerevan-Zvartnots; soc 27dec87 as life-time expired; was preserved as a café in a park at Murom; damaged by arson probably in the 1990s; remains dumped at Murom North, seen aug03/oct06; see c/n 64820
1 35 13 08	CCCP-65728(1)	Tu-134A	AFL/Moldova	toc	13aug71	rgd 31aug71; f/n VKO 04oct72; soc 19mar84 as life-time expired; see c/n 49858
1 35 13 09	CCCP-65729(1)	Tu-134A	AFL/Privolzhsk-GOJ	mfd	23aug71	toc 27aug71; rgd 15sep71; l/n LED 30sep72;
	CCCP-65729(1)	Tu-134A	AFL/Latvia	trf	15feb82	
	CCCP-65729(1)	Tu-134A	AFL/GosNII GA	trf	21may82	reportedly wfu in 1982; transferred to Riga Institute of Civil Aviation Engineers (RIIGA) for fatigue tests; soc 22oct87 having been used for research; see c/n 63961
1 35 13 10	CCCP-65730	Tu-134A	AFL/Latvia-RSC	mfd	31aug71	toc 03sep71; f/n RIX 16sep71; rgd 24sep71
	CCCP-65730	Tu-134A	AFL/Tajikistan-LBD	trf	03jun80	
	CCCP-65730	Tu-134A-3	Hemus Air	BOJ	01jul90	seen in ARZ-407 18aug97 & 22apr98 with 'Tochikiston' titles, ever delivered ?; in fleet list 30sep00 as canx in basic white c/s, no titles
	CCCP-65730	Tu-134A-3	Aeroflot	SVX	20apr93	rgd 01oct71; opb Leninakanskaya OAE Yerevanskogo OAO; f/n BEY 07apr73; l/n VKO 27apr93
	EY-65730	Tu-134A-3	Tajik Air	MHP	10jul94	in basic Aeroflot c/s, no titles; l/n active VKO 31aug94, still with prefix; seen Gumri jun97, wfu; l/n nov01, without prefix
	4L-65730	Tu-134A-3	privately owned	TBS	05sep03	rgd 22oct71; f/n VKO 02oct72
1 35 14 01	CCCP-65731	Tu-134A	AFL/Armenia-EVN	toc	12sep71	soc 18mar85 as life-time expired
	EK-65731	Tu-134A-3	Armenian Airlines	VKO	03sep93	c/n checked as '1402' this date; derelict and without wings; photo shows it does not have the small galley window behind the front door on the starboard side, consistent with a batch 14 aircraft, but would have been present on the original CCCP-65095 (batch 44); presumably painted as such and used as a training aircraft following the demise of CCCP-65095 a Belarus directorate (Minsk based) aircraft in a fire accident at ARZ-407 in early 1984; l/n 12may96, in the process of being broken up; see c/n 60256
1 35 14 02	CCCP-65732	Tu-134A	AFL/Latvia	toc	25sep71	rgd 10nov71; opb 235 OAO at VKO; f/n CPH 02dec71; see c/n 64425 and 64450
	CCCP-65732	Tu-134A	AFL/Moldova	trf	03jul80	rgd 18mar85 as life-time expired
	CCCP-65095(2)	Tu-134A	Aeroflot	MSQ	07sep93	c/n checked as '1402' this date; derelict and without wings; photo shows it does not have the small galley window behind the front door on the starboard side, consistent with a batch 14 aircraft, but would have been present on the original CCCP-65095 (batch 44); presumably painted as such and used as a training aircraft following the demise of CCCP-65095 a Belarus directorate (Minsk based) aircraft in a fire accident at ARZ-407 in early 1984; l/n 12may96, in the process of being broken up; see c/n 60256
1 35 14 03	CCCP-65733(1)	Tu-134AK	Soviet Gvt/AFL c/s	toc	22oct71	rgd 10nov71; opb 235 OAO at VKO; f/n CPH 02dec71; see c/n 64425 and 64450
	CCCP-65733(1)	Tu-134AK	AFL/N.Kavkaz-ROV	trf	11jun73	rgd 18mar85 as life-time expired; seen ROV jul92/may96, scrapped
1 35 14 04	CCCP-65734	Tu-134AK	Soviet Gvt/AFL c/s	mfd	14sep71	toc 05nov71; opb 235 OAO at VKO; rgd 26nov71; f/n FRA 23jun73

1 35 14 05	CCCP-65734 CCCP-65735 CCCP-65735	Tu-134AK Tu-134AK Tu-134AK	AFL/N.Kavkaz-ROV Soviet Gvt/AFL c/s AFL/Belarus-MHP	trf mfd trf	03dec73 05nov71 24oct73	<p>soc 18jan85 as life-time expired</p> <p>toc 12nov71; opb 235 OAO at VKO; rgd 26nov71; f/n CPH 02dec71</p> <p>opb 104 LO; w/o 11aug79 on the leg from Donetsk to Minsk of a flight from Tashkent to Minsk when collided in clouds at a height of 8,400 metres near Dneprodzerzhinsk (at N48°33'35" E34°40'33") with Tu-134A CCCP-65816 due to ATC error and crashed between Kurilovka, Nikolayevka and Yelizavetovka in the Petrikovka district of the Dnepropetrovsk region, all 7 crew and 77 passengers (among them the famous Tashkent "Pakhtakor" football team) killed; t/t 10,753 hours 26 minutes and 7,075 cycles; soc 17sep79 rgd 23nov71; wfu 20may88; canx 05jan89; returned to Minsk and tested to destruction</p>
1 35 14 06	OK-AFA	Tu-134A	CSA	d/d	21nov71	d/d 16dec71
1 35 14 07	OK-AFD 1407 1407 1407 EW-65861(2) RA-65861(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Czechoslovak AF Czechoslovak AF Czechoslovak AF Czech Air Force TechAviaService Kolavia	mfd SXF ret trf BUD DME	08dec71 18apr80 oct81 01jan93 11may98 15aug99	<p>registration used several times for flights to the West</p> <p>seen Kbely 30apr82</p> <p>last flight 26nov96; left for Minsk 18nov97</p> <p>see c/n 28269; basic AFL c/s, white tail with own logo, large 'Lukoil' titles on engines; l/n CDG 27oct98 in oct06 fleet list as Tu-134A-3; l/n DME 01dec06, active; photo wfu and complete at KGP 30jan12; in the process of being broken up at KGP 07feb12</p>
1 35 14 08	OK-BYR LZ-TUV OK-BYQ	Tu-134AK Tu-134A-3 Tu-134AK	CS-Gvt (LSFMV) Balkan CS-Gvt (LSFMV)	rgd d/d mfd	17jan72 sep83 28dec71	<p>d/d 19jan72; Leteck+ sprava federalniho ministerstva vnitra; wfu 26sep83; canx 13oct83</p> <p>seen ORY 29nov86; wfu and stored SOF since 1998; slowly broken up 2003-2005</p>
1 35 14 09	LZ-TUU RA-65939 RA-65939 RA-65939	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Balkan Ashab Air VTS Trans Chemomor Avia	d/d LHR ZIA rgd	sep83 02apr95 19sep99 23may01	<p>Leteck+ sprava federalniho ministerstva vnitra; d/d 17jan72; rgd same date; wfu 26sep83; canx 13oct83</p> <p>seen LHR 25dec85; l/n SOF 26jun93; wfu 1994</p> <p>in Aeroflot c/s, no titles; also reported for Gromov Air</p> <p>l/n DXB nov99</p> <p>in Aeroflot c/s, no titles; f/n VKO 15aug01; soc 21nov05 as life-time expired; seen AER 12jun07, dumped near the threshold of runway 20; seen again 18sep09, complete near the terminal and preserved (N43.44182 E39.947881); l/n jan13/jaug15</p>
1 35 14 10	OK-AFB	Tu-134A	CSA	rgd	05jan72	<p>d/d 09jan72; damaged in hard landing Prague-Ruzyně 11oct88 and withdrawn from service; last flight to Piestany and preserved t/t 21,793 hours and 20,131 cycles (not counting the flight to PZY); canx 09jun89; preserved as 'Air Snack-Bar Gemer' at PZY, f/n nov03; offered for sale 14jul11 on the internet; l/n 14may13 wings and tail removed for move to Dubnica nad Vahom-Slavnica; seen Dubnica nad Vahom-Slavnica 22jul13 repainted in original CSA c/s, but no titles on fuselage and again 28jul13 with titles; l/n jun16</p>
2 35 15 01	CCCP-65736 CCCP-65736 ER-65736	Tu-134A Tu-134A Tu-134A	AFL/Azerbaijan AFL/Moldova-KIV Kolkol AI, n/t	mfd trf rgd	12feb72 11nov82 23mar94	<p>toc 27feb72; rgd 04apr72</p> <p>f/n AER 21sep87</p> <p>f/n KIV 20sep94; lease fell through; l/n LOS dec96, titles not reported; canx 26mar98</p>
1 35 15 02	CCCP-65676 CCCP-65676 EW-65676 EW-65676 OK-BYS	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A	Soviet AF/AFL c/s AFL/Belarus-MSQ Belavia Gomelavia CS-Gvt (LSFMV)	mfd trf FRA GME d/d	25apr72 05jul78 08jun94 06aug06 07mar72	<p>rgd 06feb73, late rgd; f/n PRG 17dec73; l/n SXF 11apr77</p> <p>rgd 05sep78; f/n Spenberg 20sep80; still CCCP- 15may93; canx but date unknown</p> <p>l/n SVO 03jul94; reported for Gomelavia</p> <p>wfu; wings and gear removed, to be used as a cafe</p> <p>rgd same date; Leteck+ Sprava Federalne Ministerstvy Vnitra; seen LHR 28may77 and 12aug78 operating CSA flights; wfu 26sep83; canx 13oct83</p>
2 35 15 04	OK-CFC	Tu-134A	CSA	d/d	05mar72	<p>seen LHR 14jul84; wfu SOF f/n jan98; in Balkan c/s with additional titles on forward fuselage, only the 'Z' of the reg on the nose wheel door, used for anti-terrorist training by 'Leteck+ Sprava Federalniho Ministerstva Vnitra' and still intact (N42.698613 E23.418254); l/n dec16</p>
2 35 15 05	OK-CFD	Tu-134A	CSA	d/d	10mar72	<p>rgd 06mar72; seen LHR 17sep72; wfu 15nov90, broken up Prague, seen without tail 11jul92; canx 13dec92</p>
2 35 15 06	CCCP-65737(1)	Tu-134A	AFL/N.Kavkaz-VOG	toc	25mar72	<p>rgd 14mar72; f/n LHR 11apr72; dbr during landing Prague 02jan77 after hitting Il-18 OK-NAA; photo showing wings and undercarriage torn away; canx 16may77</p> <p>rgd 19apr72; soc 17apr84 as life-time expired; seen in the Kirsanov technical School (N52.646391 E42.772966) aug99/nov15; see c/n 64195</p>
2 35 15 07	CCCP-65738 RA-65738 RA-65738 RA-65738 65738	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134LL	AFL/Privolzhsk SibNIA Tyumen Airlines Arosa-Avia SibNIA	toc trf TJM trf OVB	02apr72 20jul84 15aug99 02apr02 27nov07	<p>rgd 14sep72; soc 04jul84</p> <p>rgd 04may86; in Aeroflot c/s; f/n OVB 30jun92; l/n OVB 21apr93</p> <p>l/sf SibNIA; not in fleet list 27oct00; l/n VKO 01oct02</p> <p>l/sf SibNIA; in basic Aeroflot c/s with Cyrillic titles; photo exists; soc 09dec04</p> <p>avionics test-bed with a conus-shaped fairing (looking like a missile homing device) on the nose; in blue/white/blue c/s with very small 'SibNIA' titles, Russian Navy flags on engine nacelles; first reported Novosibirsk-Mochishche aug07; l/n OVB feb08</p> <p>again with a standard nose; in the same c/s as above; l/n TOF 13sep11; converted in early 2012 to, see next line</p>
65738	Tu-134A	SibNIA	IKT	sep08		
65738	Tu-134LL	SibNIA	Ovy	29apr12		"Optik-E" remote sensing aircraft with equipment from Institut optiki atmosfery im. V.Ye. Zuyeva at Tomsk and Institut khimicheskoi kinetiki i goreniiya at Novosibirsk; based at Novosibirsk-Yeltsovka; in the same c/s as above; l/n Novosibirsk-Yeltsovka jun15. stored
2 35 15 08	YU-AJD RA-93927	Tu-134A Tu-134A-3	Aviogenex KnaAPO	d/d rgd	apr72 16sep92	<p>named 'Skopje'; f/n LGW 30sep72; l/n FRA 01sep89; returned to the Soviet Union 24dec90</p> <p>in basic Aeroflot c/s, no titles; f/n MHP 09sep93; l/n DME 12may95; soc and canx 25mar99 as life-time expired</p>
2 35 15 09	CCCP-65739	Tu-134A	AFL/N.Kavkaz-VOG	toc	09jun72	<p>rgd 10jul72; f/n MCX 22jun74; canx 1984; seen in the Kirsanov technical School (N52.646434 E42.772452) aug99/jul15</p>
2 35 15 10	CCCP-65740 RA-65740	Tu-134A Tu-134A	MAP LII Ramenskoye MAP LII Ramenskoye	rgd ZIA	28aug72 24aug95	<p>multi-purpose test vehicle (UAV engine test-bed/ecological research aircraft); f/n ZIA 21aug93; l/n ZIA 03sep93, in Aeroflot c/s</p> <p>multi-purpose test vehicle (UAV engine test-bed/ecological research aircraft); in Aeroflot c/s; seen ZIA 19aug01, reported for Gromov Air; canx but date unknown; l/n ZIA (N55.570162 E38.139788) 31mar10</p>
2 35 16 01	CCCP-65741 CCCP-65741 ER-65741 ER-65741 OK-CFE OK-9522	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A	AFL/Latvia-RSC AFL/Moldova-KIV Kolkol AI Air Moldova, n/t CSA	mfd trf rgd VKO d/d d/d	28apr72 15may81 23mar94 16apr97 12may72 dec90	<p>lease fell through; f/n KIV 20sep94 in Air Moldova c/s, no titles</p> <p>canx 26mar98</p> <p>rgd 13may72; f/n LHR 23sep72; wfu jan90; canx 04jan90</p> <p>registration applied for flight to Ancona 14dec90; preserved at disco and restaurant "Michelangelo Da Vinci, Airplane's" some 11 km southwest of Rovigo along road 434 (N45.020275 E11.662802), together with DC-6 c/n 44251, f/n may98 registered OK-....; seen jun10 again painted as OK-CFE; l/n may16</p> <p>rgd same date; f/n LHR 18jun72; wfu 04jul87; canx 18aug99; part of the fuselage was used as a cabin trainer at PRG until 1991; scrapped</p>
2 35 16 03	OK-CFF	Tu-134A	CSA	d/d	19may72	<p>rgd 10jul72; photo AER 1974 with blue tail and engines; f/n DME early 1978; soc 27may85 as life-time expired; seen ZIA aug92/aug95 dumped</p>
2 35 16 04	CCCP-65742	Tu-134A	AFL/N.Kavkaz-VOG	toc	02jun72	<p>rgd 20jun72; f/n DME late 1977; trf 23mar84 to the Kiev Institute of Civil Engineering and used as a ground instructional airframe, soc 21aug84 as life-time expired; seen sep92/aug02; c/n checked as 1605, falsely marked on a placard as a 'Tu-134' with correct production total for that version; preserved without titles in the State Aviation Museum at Kiev, (N50.406823 E30.460252), seen oct3/mar16</p>
2 35 16 06	CCCP-65744	Tu-134A	AFL/North Kavkaz	toc	30jun72	<p>rgd 17aug72; f/n SXF 14apr81; soc 21aug84 as life-time expired; t/t 24,500 hours; tested to destruction by the SibNIA institute in 1987, building on the results of these tests the Tu-134A's design life was increased to 35,000 hours</p>
2 35 16 07	CCCP-65745	Tu-134A	AFL/Privolzhsk	toc	01jul72	<p>on charge as of; rgd 15aug72; f/n DME early 1978; soc 17sep84 as life-time expired; to East Germany as an anti-terrorist trainer at the former MfS training centre; preserved behind a cafe in Grünz (N53.282601 E14.131041), basic Aeroflot c/s, no titles, large German flag on fin; seen early 1994/may14</p>
2 35 16 08	CCCP-65746	Tu-134AK	AFL/Ukraine	mfd	31jul72	<p>toc 02aug72; rgd 25aug72; VIP aircraft for the Government of the Ukrainian Soviet Republic from 1972 until 1984; f/n KBP 25sep75; trf to Aeroflot in 1984 after the Government of Ukraine received their new VIP aircraft CCCP-65556</p>
CCCP-65746 UR-65746 UR-65746	Tu-134AK Tu-134A-3 Tu-134A-3	AFL/Ukraine-HRK Avialin. Ukrayiny Air Kharkov	trf VKO HRK	1984 15may95 apr99	<p>opb Avialiniyi Kharkova; l/n HRK 04may98</p> <p>Avialiniyi Kharkova; wfu without engines; canx 13aug08; l/n mar09</p>	
2 35 16 09	CCCP-65747(1) CCCP-65747(1)	Tu-134A Tu-134A	AFL/Azerbaijan AFL/North Kavkaz	trf trf	01oct72 14dec83	<p>on charge as of; rgd 20oct72; f/n DME late 1977</p> <p>soc 31dec86 as life-time expired</p>
2 35 16 10	CCCP-65748 CCCP-65748	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s Aeroflot/UshVLP	toc trf	26sep72 04jul75	<p>rgd 20nov72; opb 235 OAO at VKO; f/n NIC 19apr74; l/n DUS 15mar75</p> <p>Ulyanovsk Advanced Flying Training College; soc 22oct87 as life-time expired;; stored at ULY, seen may93/aug99; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291558 E48.234038), seen aug01/aug15, in fading c/s</p>
2 35 17 01	CCCP-65749	Tu-134AK	Soviet Gvt/AFL c/s	toc	11oct72	<p>rgd 30oct72; had the extra emergency door on the port rear fuselage; opb 235 OAO at VKO; f/n MUC 28jul73</p>
2 35 17 02	CCCP-65749 CCCP-65950 CCCP-65950 RA-65950 RA-65950 RA-65951 CCCP-65951 CCCP-65951	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Tyumen Soviet Gvt/AFL c/s AFL/Tyumen Tyumen Airlines Tyumen Airlines AFL/International AFL/Latvia AFL/N. Kavkaz-VOG	trf mfd trf trf DME trf trf	12nov74 21nov72 23may75 17apr94 29jun96 29sep72 30sep76 08may80	<p>soc 31dec86 as life-time expired; sat derelict at VOZ, l/n around 1990</p> <p>toc 11dec72; opb 235 OAO at VKO; rgd 04jan73; f/n HEL 03mar73</p> <p>photo AER 1977, with blue tail</p> <p>l/n DME 25may94, in Aeroflot c/s and titles; l/n DME 21may96</p> <p>canx 17apr98; soc 20apr98 as life-time expired</p> <p>toc 05nov72; f/n AMS 23nov72; rgd 14dec72; in non-standard c/s with blue tail; l/n ARN 1975</p>
2 35 17 04	CCCP-65952 CCCP-65952 CCCP-65675	Tu-134A Tu-134A Tu-134AK	AFL/GosNII GA AFL/Ukraine Soviet AF/AFL c/s	toc trf mfd	03may73 16jan74 28dec72	<p>w/o 13jan90 on the leg from Tyumen to Ufa of a flight from Tyumen to Volgograd when a short circuit occurred below the floor of the cargo bay, starting a fire, the aircraft force-landed in a snow-covered field 3 km east of Pervouralsk (49 km from Sverdlovsk), turned over and broke up, 4 of the 6 crew and 23 of the 65 passengers killed; t/t 30,755 hours 30 minutes and 18,102 cycles; soc and canx 09oct90</p>
CCCP-65675	Tu-134AK	AFL/Belarus-MSQ	rgd	30nov78	<p>rgd 06feb74; l/n HEL 24aug74; soc 20sep86 as life-time expired; seen KBP 07sep92/19mar97, dumped rgd 29dec73; delivered to NII VVS at Chkalovskii; damaged 14mar73 in an off-field landing, but repaired; f/n Spenberg 17may74; last reported as a VIP aircraft Spenberg 15feb78</p> <p>on charge as of 01jan79; f/n VAR 27sep87; opb 104 LO 2-ogo Minskogo OAO; w/o 27feb88 on the leg from Tyumen to Surgut of a flight from Minsk to Surgut when approached in below-minima weather conditions (poor visibility) at night, the decision to go around was taken too late, the aircraft touched down very hard (with 4.6-4.8 g) on a snow-covered grass runway 113 metres left of the main runway, the landing gear and the right wing broke off, the aircraft came to rest upside down and caught fire, 3 of the 6 crew and 17</p>	

	RA-65970	Tu-134AK	Aeroflot	DME	20mar93	
	RA-65970	Tu-134AK	Nizhni Novgorod Al	trf	25nov93	/n IST 13jan97, in Aeroflot c/s and titles
	RA-65970	Tu-134AK	Alaniya	rgd	24nov00	leased from ARZ-412 at Rostov-na-Donu; f/n VKO 14jan01; /n VKO 17apr02
	RA-65970	Tu-134AK	Samara	DME	16aug03	already in Samara fleet list 19nov02; /n LED 12jan04
3 35 20 01	RA-65970	Tu-134AK	Tatarstan	SVO	03jun05	/n DME 21may08; not on Russian register nov09
	CCCP-65971	Tu-134A	AFL/International	mfd	31jul73	toc 10aug73; rgd 28aug73; f/n ARN 15sep73; photo HAJ 30apr74 in non-standard c/s with blue tail
	CCCP-65971	Tu-134A	AFL/Latvia	trf	03jul76	
	CCCP-65971	Tu-134A	AFL/Azerbaijan	trf	04oct80	
	CCCP-65971	Tu-134A	AFL/Moldova	trf	07jul82	
	CCCP-65971	Tu-134A	AFL/Komi	trf	16oct90	seen SVO 12apr91 as Tu-134A-3
	RA-65971	Tu-134A-3	Aeroflot	SVO	04jul93	
	RA-65971	Tu-134A-3	Komiavia	trf	22feb94	/n SVO 24sep94, in Aeroflot c/s and titles; soc and canx 13jan00 as life-time expired; wings now mounted on c/n 63110
3 35 20 02	CCCP-65972	Tu-134A	AFL/International	mfd	17aug73	toc 24aug73; f/n VIE 03sep73; rgd 13sep73; photos SXF sep74 and dec74 in non-standard c/s with blue tail; seen in normal Aeroflot c/s HEL 16apr76
	CCCP-65972	Tu-134A	AFL/North Kavkaz	trf	28dec76	
	CCCP-65972	Tu-134A	AFL/Komi-SCW	trf	15aug90	
	CCCP-65972	Tu-134A	Komiavia	trf	22feb91	f/n SVO 16may91, Aeroflot c/s and titles
3 35 20 03	CCCP-65972	Tu-134A-3	Aeroflot	SCW	10jun94	/n SCW 13jul94, wfu; soc and canx 23apr97 as life-time expired; broken up at Syktyvkar
	CCCP-65973	Tu-134A	AFL/International	mfd	30aug73	toc 07sep73; rgd 09oct73; f/n HEL 06apr74; in non-standard c/s with blue tail until; /n FRA 27jul74
	CCCP-65973	Tu-134A	AFL/Lithuania-VNO	trf	04apr77	/n VNO 10sep93, LY-ABA not taken up yet
	LY-ABA	Tu-134A	Lietuva	MHP	10jul94	/n PMI 1996
	LY-ABA	Tu-134A	Air Lithuania	KUN	22aug96	/n IST 15jul98; CofA expired 14aug99
3 35 20 04	RA-65973	Tu-134A	Tatarstan	trf	< oct99	in all-white c/s; f/n PRG 02jan00; /n DME 13jul08; seen wfu KZN 04aug11
	CCCP-65974	Tu-134A	AFL/International	mfd	30aug73	toc 11sep73; rgd 09oct73; in non-standard c/s with blue tail; f/n ARN 23sep73
	CCCP-65974	Tu-134A	AFL/Belarus-MSQ	trf	28oct76	/n SVO 03sep93
	EW-65974	Tu-134A	Belavia	SVO	11apr94	for Gomelavia but not in 1999 fleet list; seen MSQ mar04, wfu; /n may07; seen broken up in three pieces 07may13
3 35 20 05	101 (1)	Tu-134AK	Polish Air Force	d/d	1973	see c/n 49909; /n CGN 04dec75
	SP-LHF	Tu-134AK	LOT	rgd	02aug77	
	SP-LHF	Tu-134AK	LOT c/s, n/t	WAW	07jul95	wfu 29jun94; canx 09dec96; left WAW 25mar98 to Szymaki, north of Warsaw on road E77, converted into a restaurant between apr98 and sep99; basic LOT c/s, no titles; seen may03/jul12; restaurant due to close aug12; gone by may13; moved to Kaszubski Park Gigantow at Strysza Buda; visible on GE image dated 03aug13 in a dismantled state and as such on another image dated 04mar14; re-assembled by 19jul14; photo 09aug15 (N54.39399 E18.045231), still in basic ex LOT c/s, without titles or registration
3 35 20 06	CCCP-65975	Tu-134A	AFL/Armenia-EVN	mfd	27sep73	toc 08oct73; rgd 29oct73
	CCCP-65975	Tu-134A-3	Armenian Gvt	EVN	may92	in basic Aeroflot c/s with Armenian flag on the fin and 'Armenia' titles; /n IKT 06jul92
	EK-65975	Tu-134A-3	Armenian Gvt	VKO	15may93	in basic Aeroflot c/s with Armenian flag on the fin and 'Armenia' titles; /n LHR 12feb94, as such; repainted in 1994 in revised white c/s with dark blue undersides and 'Armenia' titles, type painted as Tu-134A; f/n CDG aug94; /n IST 14jun02; wfu in 2003, having been replaced by EK-65072 c/n 49972 as the Presidential aircraft
3 35 20 07	CCCP-65976(1)	Tu-134A	AFL/International	mfd	29sep73	toc 11oct73; initially in non-standard c/s with blue tail; /n AMS 05nov73; rgd 26nov73; see c/n 63976
	CCCP-65976(1)	Tu-134A	AFL/Arkhangel.-ARH	trf	07sep76	repainted into standard c/s by early jul77
	RA-65976(1)	Tu-134A-3	Aeroflot	LED	11sep93	dbn on landing at Arkhangelsk 07may94 when the hydraulic system failed and the right main landing gear did not lower (the system had been damaged due to fatigue during taxiing at SVO), landed on the remaining two gears, veered to the right and went off the side of the runway, suffering severe damage, all 6 crew and 56 passengers escaped unhurt; seen in damaged condition at ARH jun/jul94; soc 28apr95; canx 19may95 with t/t 33,606 hours and 21,071 cycles; stored at ARH, but not seen jul05; probably broken up
3 35 20 08	102 (1)	Tu-134AK	Polish Air Force	d/d	1973	see c/n 49985; seen LHR 16dec76
	SP-LHG	Tu-134AK	LOT	rgd	27sep78	delivery date also quoted as 27aug78; f/n LHR 28oct78
	102 (1)	Tu-134AK	Polish Air Force	WAW	24sep94	not confirmed ex SP-LHG !
	SP-LHG	Tu-134AK	LOT c/s, n/t	WAW	07jul95	wfu 31mar94; canx 09dec96; left Warsaw 11oct99 for Wladyslawowo (N54.809122 E18.373550) to serve as restaurant Odlotowa, opened 27apr02, titles and reg painted out; seen oct09 with large 'RESTAURACJA' titles
3 35 20 09	CCCP-65800	Tu-134A	AFL/Privolzhsk-KUF	mfd	22feb74	toc 26feb74; rgd 22mar74; late dates because this was to be a pre-production aircraft with an ABSU-134 automatic landing system but this was never installed due to development problems, the aircraft was eventually delivered late with the old BSU-3P ALS; f/n AER 22sep87
	RA-65800	Tu-134A	Aeroflot	KUF	25apr93	
	RA-65800	Tu-134A	Samara	trf	24nov94	f/n DME 15may95; seen KUF 28jun02 parked, f/n since 1998; leased from 'Progress OKB'; /n stored KUF jul04/may05
3 35 20 10	CCCP-65801	Tu-134AK	Soviet Gvt/AFL c/s	mfd	20nov73	toc 08dec73; opb 235 OAO at VKO; rgd 04jan74; f/n SXF 18apr74
	CCCP-65801	Tu-134AK	AFL/Moldova	trf	23jun76	
	CCCP-65801	Tu-134AK	AFL/Ulyanovsk HFS	trf	22jan90	
	CCCP-65801	Tu-134AK	AFL/Privolzhsk	trf	23may90	
	CCCP-65801	Tu-134AK	AFL/Ulyanovsk HFS	trf	01jul90	f/n ULY 09sep92; /n ULY 31aug93
	RA-65801	Tu-134AK	all-white c/s, n/t	ZIA	22aug95	/n BKA 21may96
	RA-65801	Tu-134AK	Phoenix Airlines	SVO	07jul98	seen stored VOZ jun06/apr12, parked on the grass
3 35 21 01	CCCP-65802	Tu-134AK	Soviet Gvt/AFL c/s	mfd	16nov73	toc 28nov73; opb 235 OAO at VKO; rgd 07dec73; f/n VIE 30apr74
	CCCP-65802	Tu-134A-3	AFL/Tyumen-TJM	trf	10mar76	photo NUX mar87
	RA-65802	Tu-134A-3	Aeroflot	VKO	21may94	
	RA-65802	Tu-134A-3	Tyumen Airlines	trf	31aug94	seen TJM jul00/aug04, Aeroflot c/s, derelict; offered for sale on the Internet 16jun04; soc 03nov04 as life-time expired
3 35 21 02	DM-SCN	Tu-134AK	EGAF/Interflug c/s	mfd	20nov73	rgd 08jan74; had East German Air Force serial 170 allocated
	DM-SCN	Tu-134AK	Interflug	trf	17nov77	f/n LGW 03jun78; /n SXF 30apr80
	DDR-SCN	Tu-134AK	Interflug	rgd	02apr81	seen HEL 19apr83
	D-AOBC	Tu-134AK	Interflug	rgd	03oct90	f/n SXF 04oct90; /n SXF 14sep91
	CCCP-65612(2)	Tu-134AK	Interflug	SXF	27sep91	with Soviet flag; was rgd 11jul91 to Komiavia; according to Soviet register; see c/n 7350205
	CCCP-65612(2)	Tu-134AK	AFL/Komi-SCW	SVO	01jun92	on charge as of 01jul92; /n SVO 11sep92
	CCCP-65612(2)	Tu-134AK	Combi Airlines	RJK	09oct92	seen SVO 24jun93 in IFL c/s with 'Aeroflot' logo, no titles
	RA-65612(2)	Tu-134AK	Aeroflot	SVO	29aug93	
	RA-65612(2)	Tu-134AK	Harco Air	PRG	22dec93	photo PRG feb94 with Harka Air titles
	RA-65612(2)	Tu-134AK	Komiavia	trf	22feb94	
	RA-65612(2)	Tu-134AK	Harka Air	SCW	10jun94	Isf Komiavia; photo SVO 1995, still basic ex-Interflug c/s
	RA-65612(2)	Tu-134A-3	Interflug c/s, n/t	AER	14may96	
	RA-65612(2)	Tu-134A-3	Komiavia	IST	may98	/n SVO 14aug01 with additional small 'Aeroflot' titles
	RA-65612(2)	Tu-134A-3	Komiavia c/s, n/t	SVO	22aug01	/n SVO 03apr03; leased to Aeroflot Russian Airlines 15dec00/15dec03; only 'Aeroflot' titles
	RA-65612(2)	Tu-134A-3	Utair	rgd	05aug03	f/n SGC 25aug03; soc and canx 03sep04 as life-time expired
	RA-65612(2)	Tu-134A-3	no titles	SCW	29jun05	rescue trainer; no engines, basic old Komiavia c/s; /n may10; broken up at SCW aug10
3 35 21 03	CCCP-65803	Tu-134A	AFL/Latvia-RSC	mfd	12nov73	toc 06dec73; rgd 20dec73
	CCCP-65803	Tu-134A	AFL/Belarus-MSQ	trf	08jul80	f/n SVO 31aug88
	CCCP-65803	Tu-134A	Belarussia Al	SVO	29aug93	with additional small 'Aeroflot' titles below the cheatline
	EW-65803	Tu-134A	Belarussia Al	SVO	23mar94	
	EW-65803	Tu-134A	Belavia	MSQ	09may95	/n MSQ 12may96, engineless, wfu; not in 2001 fleet list; reportedly still at MSQ 2006
3 35 21 04	CCCP-65804	Tu-134A	AFL/Privolzhsk-KUF	toc	unknown	on charge as of 01jan74; rgd 30jan74; soc 15nov84 as life-time expired; seen KUF 25apr93, derelict
3 35 21 05	CCCP-65805(1)	Tu-134A	AFL/Komi-SCW	mfd	20dec73	toc 28dec73; rgd 09jan74; f/n LED 19aug83; seen SVO 12apr92 as Tu-134A-3; /n 14may93; see c/n 03564775
	RA-65805(1)	Tu-134A-3	Komiavia	trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; /n SCW 13jul94, wfu and without engines; soc and canx 01mar96 as life-time expired; broken up at Syktyvkar; cockpit section retained and used for training purposes, /n dec16
3 35 21 06	DM-SCO	Tu-134AK	EGAF/Interflug c/s	mfd	18dec73	rgd 27dec73; had East German Air Force serial 171 allocated
	DM-SCO	Tu-134AK	Interflug	trf	11may79	/n LGW 02jan81
	DDR-SCO	Tu-134AK	Interflug	rgd	19may81	f/n LGW 24aug81
	D-AOBD	Tu-134AK	Interflug	rgd	03oct90	/n SXF 14sep91
	CCCP-65613(2)	Tu-134AK	Interflug	SXF	02oct91	awaiting delivery; see c/n 8350403
	CCCP-65613(2)	Tu-134AK	AFL/Komi-SCW	trf	unknown	on charge as of 01jul92; f/n SVO 08jul92; was rgd 11jul91 to Komiavia; /n SVO 11sep92
	65613(2)	Tu-134AK	Aeroflot	SVO	14may93	
	RA-65613(2)	Tu-134AK	Aeroflot	SVO	04jul93	
	RA-65613(2)	Tu-134AK	Komiavia	trf	22feb94	f/n AER 14may96, in basic Interflug c/s without titles; /n VKO mar97
	RA-65613(2)	Tu-134AK	Yamal	SVO	12jul98	/n SVO 19sep98
	RA-65613(2)	Tu-134AK	Karat	VKO	19jun99	/n VKO 20aug99
	RA-65613(2)	Tu-134AK	Alaniya	rgd	23may01	reported as such already VKO 04oct00 !; Isf Rostov-na-Donu ARZ-412, badge near right-hand front door; seen again DXB 07aug01; /n VKO 16sep05
3 35 21 07	RA-65613(2)	Tu-134AK	Utair	VKO	02jul06	/n operational VKO 06aug08; canx 18jul09; sat wfu at SCW, /n jan11; broken up aug11
	CCCP-65806	Tu-134A	AFL/Lithuania-VNO	toc	05jan74	MGA document gives year as 73 in error; rgd 16jan74; f/n LHR 25mar76; first Vilnius-based Tu-134; soc 26jun86 as life-time expired
3 35 21 08	CCCP-65807	Tu-134A	AFL/Georgia-TBS	mfd	17dec73	toc 24jan74; rgd 08feb74; opb 347 LO; f/n TBS 18aug80; dbr 18nov83 when hijacked by a group of 7 people on the leg from Tbilisi to Batumi of a flight from Tbilisi to Leningrad, some of the hijackers burst into the cockpit and opened fire, during the ensuing shoot-out (in Soviet times flight crews carried guns to be able to put up resistance in the event of a hijacking) 3 of the 7 crew and 4 out of 59 passengers (among them 2 hijackers) were killed plus 3 crew and 9 passengers (among them 2 hijackers) injured, the captain made sharp manoeuvres to prevent the hijackers from taking aim, in so doing the aircraft was subjected to g-loads of +3.15/-0.6, which exceeded the design limit, eventually the attackers were forced out of the cockpit and the aircraft returned to Tbilisi where it was stormed by the "A" team of the 7th Directorate of the KGB, the aircraft received 63 bullet holes but was dbr/written off on account of permanent structural

3 35 21 09	CCCP-65808	Tu-134A	AFL/Georgia	mfd	23dec73	deformations caused by excessive g-loads; t/t 13,273 hours and 10,506 cycles; canx 23dec83; soc 23jan84
	65808	Tu-134A	Sukhumi Avn Ent.	no	reports	toc 16jan74; rgd 29jan74; first service 16jan74 (to TBS), first Tblisi based Tu-134; reported in an incident report at SIP 11jan87; not canx from Soviet register
3 35 21 10	CCCP-65809	Tu-134A	AFL/Georgia-TBS	mfd	21jan74	operator and lack of prefix not confirmed; probably still in Aeroflot c/s; dbr 20/23sep93 whilst parked at Sukhumi when was hit by Abkhaz artillery or small arms fire, no casualties
	65809	Tu-134A	Orbi	BAK	10dec92	toc 21jan74; rgd 08feb74; soc 01apr90 as no residual value, see next line
3 35 22 01	CCCP-65810	Tu-134A	AFL/Georgia-TBS	mfd	10jan74	dbr 20sep93 (according to Abkhaz sources possibly already 26jun93) whilst parked at Sukhumi when was hit by Abkhaz artillery or small arms fire, no casualties; wreck sat at SUI for some time
	CCCP-65810	Tu-134A	AFL/Georgia-SUI	trf	unknown	toc 31jan74; rgd 21feb74; f/n DME 14jul76
3 35 22 02	CCCP-65811	Tu-134A	AFL/Arkhangel.-ARH	mfd	06mar74	converted to Tu-134A-3, date unknown (f/n as such aug93); dbr 29aug92 on landing at Kharkiv-Osnovnoi when overran the runway; t/t 26,173 hours and 18,701 cycles; cannibalised for spares, (N49.920241 E36.288166); l/n HRK mar14
	RA-65811	Tu-134A-3	Aeroflot	LED	jun93	toc 07mar74; rgd 08apr74; f/n LED 19apr80
	RA-65811	Tu-134A-3	Arkhangelsk Al	trf	22feb94	l/n ARH 12jul94, in Aeroflot c/s and titles, engineless, wfu; soc 28jun96 as life-time expired; canx 04jul96; stored ARH, reported broken up 1999
3 35 22 03	CCCP-65812	Tu-134A	AFL/Lithuania	toc	15mar74	rgd 17apr74; f/n dec76; soc 26nov86 as life-time expired
3 35 22 04	CCCP-65813	Tu-134A	AFL/Komi-SCW	mfd	26mar74	toc 26mar74; rgd 16apr74; f/n SVO 25sep87; this also was to be delivered with the ABSU-134 ALS but was eventually delivered late with the old BSU-3P, hence the late mfd/rgd; Tu-134A-3 by jun92; l/n KBP 07sep92
	RA-65813	Tu-134A-3	Aeroflot	SVO	13apr93	
	RA-65813	Tu-134A-3	Komiavia	trf	22feb94	l/n SCW jun/jul94, Aeroflot c/s and titles, engineless; soc 07jun99 as life-time expired; canx 05aug99; broken up at Syktyvkar
4 35 22 05	DM-SCP	Tu-134AK	EGAF/Interflug c/s	mfd	28feb74	rgd 07mar74; had East German Air Force serial 175 allocated
	DM-SCP	Tu-134AK	Interflug	trf	13oct78	l/n SXF 30apr80
	DDR-SCP	Tu-134AK	Interflug	rgd	15jul81	f/n LGW 02aug81
	D-AOBE	Tu-134AK	Interflug	rgd	03oct90	f/n DUS 04oct90; l/n SXF 14sep91
	CCCP-65615(2)	Tu-134AK	Interflug	SXF	sep91	was rgd 11jul91 to Komiavia; l/n SXF 11oct91 with Soviet flag; see c/n 7350303
	RA-65615(2)	Tu-134AK	Aeroflot	MHP	09sep93	
	RA-65615(2)	Tu-134AK	Komiavia	trf	22feb94	
	RA-65615(2)	Tu-134AK	Aeroflot c/s, n/t	VKO	08aug00	reported for Komiinteravia
	RA-65615(2)	Tu-134AK	Sibaviatrans	VKO	14jan01	initially in basic Komiavia c/s; last overhaul completed 13aug03; f/n in new Sibaviatrans c/s in 2005; l/n operational GOJ 01aug08; operator's certificate revoked 05oct08 and operator declared bankrupt 01oct09; offered for sale by Sberbank 17dec08 with t/t 29,698 hours and sold to Roman A. Sudakov of Krasnoyarsk 09jun11; stored at KJA, l/n aug11, stored; subsequently broken up, just the nose remains by oct14
4 35 22 06	DM-SCR	Tu-134AK	EGAF/Interflug c/s	mfd	11mar74	rgd 15mar74; had East German Air Force serial 176 allocated
	176	Tu-134AK	East German AF	rgd	27may77	but already seen as such SXF 04may77 !
	DM-SCR	Tu-134AK	Interflug	ret	04jun80	
	DDR-SCR	Tu-134AK	Interflug	rgd	10jun81	
	D-AOBF	Tu-134AK	Interflug	rgd	03oct90	f/n SXF 03oct90
	CCCP-65616(2)	Tu-134AK	Interflug	SXF	01sep91	photo available with 'BF' on nose wheel door; rgd 11jul91 to Komiavia and d/d 15oct91 SXF-SCW with Soviet flag; see c/n 7350304
	CCCP-65616(2)	Tu-134AK	AFL/Komi-SCW	d/d	07dec91	l/n AMS 25jun92
	RA-65616(2)	Tu-134AK	Harco Air	KAN	06aug92	
	RA-65616(2)	Tu-134AK	Komiavia	trf	22feb94	f/n SCW 10jun94, ex-Interflug c/s, no titles; l/n IST 16jun98; reported for Komiinteravia
	RA-65616(2)	Tu-134AK	Alaniya	VKO	sep98	ex-Interflug c/s, small titles behind the nose; l/n SHJ 12dec99; l/n DXB 28mar01, titles not noted but not in Alaniya fleet list end 2001
	RA-65616(2)	Tu-134AK	all-white c/s, n/t	VKO	20aug02	in KrasAir fleet list jan02
	RA-65616(2)	Tu-134AK	TyumenAviaTrans	VKO	28aug02	still in KrasAir fleet list dec02
	RA-65616(2)	Tu-134AK	UTair	rgd	29jan03	leased from Komiinteravia since 25dec02; f/n DME 13aug03; l/n operational SCW 07jan09; canx 11jan09; sat wfu at SCW, scrapped SCW oct11
4 35 22 07	DM-SCS	Tu-134AK	EGAF/Interflug c/s	mfd	11mar74	rgd 20mar74; had East German Air Force serial 178 allocated
	DM-SCS	Tu-134AK	Interflug	trf	22may79	l/n SXF 30apr80
	DDR-SCS	Tu-134AK	Interflug	rgd	13apr81	f/n LGW 22jul81; l/n SXF 26may90
	D-AOBG	Tu-134AK	Interflug	rgd	03oct90	l/n SXF 03oct90; l/n SXF 24aug91, see next line
	CCCP-65614(2)	Tu-134AK	Komiavia	rgd	11jul91	f/n SXF 03sep91, with Soviet flag; toc 15apr92; see c/n 7350302
	RA-65614(2)	Tu-134AK	Harco Air	PRG	06oct92	l/n PRG 09nov93
	RA-65614(2)	Tu-134AK	Aeroflot	MHP	10jul94	with additional 'Aviaprima' titles IST 16may95 and 14jan97
	RA-65614(2)	Tu-134AK	Aeroflot c/s, n/t	VKO	24aug97	l/n IST 06jul98; reported for Komiinteravia
	RA-65614(2)	Tu-134AK	Alaniya	IST	13may99	l/n PRG 02nov99; leased from Komiinteravia
	RA-65614(2)	Tu-134AK	TyumenAviaTrans	VKO	02jan02	l/n VKO 11jun02
	RA-65614(2)	Tu-134AK	UTair	rgd	04jul03	l/n VKO 11jun02
	RA-65614(2)	Tu-134AK	UTair Express	VKO	24jul10	l/n GOJ 18oct11; seen SCW 21mar12/04jul12 stored; broken up by oct14
4 35 22 08	CCCP-65814	Tu-134A	AFL/Tajikistan-LBD	mfd	15mar74	toc 21mar74; rgd 17apr74; f/n LBD 04dec75; seen TAS 16apr92 as Tu-134A-3; l/n KBP 08sep92
	EY-65814	Tu-134A-3	Tajikistan Al	BUD	23may97	ever carried titles ? , see next line
	EY-65814	Tu-134A-3	Aeroflot c/s, n/t	BUD	23may97	and ALA 04jun97, opb Tajikistan Al; l/n DME 16aug97; still in Tajikistan fleet list 30sep00; not in fleet list 2001, fate unknown
4 35 22 09	CCCP-65815	Tu-134A	AFL/Leningrad	mfd	23mar74	toc 01apr74; rgd 05may74; f/n HEL 07jun74; in non-standard c/s on lower fuselage, wings and engine nacelles unpainted; reported in an incident report at LED 09jan87; l/n LED 06sep92
4 35 22 10	RA-65815	Tu-134A	Aeroflot	HAM	03oct92	l/n LED 09jun94; soc 26oct94 as life-time expired; canx 08nov94
	CCCP-65816	Tu-134A	AFL/Moldova-KIV	mfd	24mar74	toc 26mar74; rgd 05may74; opb 269 LO; w/o 11aug79 on the leg from Voronezh to Kishinyov of a flight from Chelyabinsk to Kishinyov when collided in clouds at a height of 8,400 metres near Dnepropetrovsk (at N48°33'35" E34°40'33") with Tu-134AK CCCP-65735 due to ATC error and crashed between Kurilovka, Nikolayevka and Yelizavetovka in the Petrikovka district of the Dnepropetrovsk region, all 6 crew and 88 passengers killed; t/t 12,739 hours 16 minutes and 7,683 cycles; soc and canx 17sep79
4 35 23 01	CCCP-65817	Tu-134A	AFL/Georgia-SUI	toc	30mar74	rgd 05may74; f/n TBS 27may75; not canx from Soviet register; dbr 20/23sep93 whilst parked at Sukhumi when was hit by Abkhaz artillery or small arms fire, no casualties; l/n SUI 2008/jal16 (N42.861659 E41.126519), still in Aeroflot c/s
4 35 23 02	CCCP-65818	Tu-134A	AFL/N.Kavkaz-VOG	toc	03apr74	rgd 05may74; f/n DME early78; soc 06dec78 after an accident, details unknown; cockpit preserved in the Kiev National University l/n may13
4 35 23 03	LZ-TUL	Tu-134A	Balkan	d/d	apr74	seen LHR 02nov74; l/n SOF 17sep90
	LZ-TUL	Tu-134A	Hemus Air	SOF	29apr91	Tu-134A-3 by jul95; wfu SOF 2001; canx 30jan07; l/n mar08; scrapped sep08, part of the aircraft is located at the yard of the local 'Big Brother' show house; remains l/n jan09; seen 24mar12 near lake at Ravno-Pole (N42.668442 E23.512411) fuselage in two sections with both wings and tail
4 35 23 04	CCCP-65819	Tu-134A	AFL/Azerbaijan	mfd	23apr74	toc 23apr74; rgd 28may74; f/n LED sep87
	CCCP-65819	Tu-134A	AFL/Moldova	trf	unknown	on charge as of 01jan83
	CCCP-65819	Tu-134A	AFL/Arkhangel.-ARH	trf	30jun89	seen LED 07apr91 as Tu-134A-3
	RA-65819	Tu-134A-3	Gotvil Enterprise	SVO	12sep93	
	RA-65819	Tu-134A-3	Aeroflot c/s, n/t	SVO	22may94	
	RA-65819	Tu-134A-3	Arkhangelsk Al	trf	10jun94	soc 20jan97 and canx 21jan97 as life-time expired
	RA-65819	Tu-134A-3	ex-Aeroflot	ARH	02jul05	rescue trainer, no tail, basic Aeroflot c/s, 'Gotvil Enterprise' titles; l/n may11
4 35 23 07	LZ-TUN	Tu-134A	Balkan	d/d	may74	f/n LHR 03jul74; l/n ORY mar90, as Tu-134A-3
	LZ-TUN	Tu-134A-3	Hemus Air	SOF	27apr91	l/n SOF 09apr95
	LZ-TUN	Tu-134A-3	Arberia Airways	ZRH	15aug95	
	LZ-TUN	Tu-134A-3	Hemus Air	LLA	jun96	
	LZ-TUN	Tu-134A-3	Albanian Airlines	BLQ	05sep96	l/n BLQ 1997
	LZ-TUN	Tu-134A-3	Albanian c/s, n/t	PRG	29oct97	l/n SOF 07nov97, opb Hemus Air
	LZ-TUN	Tu-134A-3	Hemus Air	BUD	16feb98	l/n BLQ 25jul98, in basic Albanian c/s with titles
	LZ-TUN	Tu-134A-3	Albanian Airlines	BLQ	27jan00	
	LZ-TUN	Tu-134A-3	Hemus Air	SOF	06jul05	operational; wfu SOF (N42.687421 E23.410652) 2001, seen apr06/mae15 without titles and logo; canx 30jan07; seen 26sep16 in front of the Lufthansa Technik hangar, being dismantled; will probably be preserved near to the Terminal, outside the Bulgarian Airlines HQ ; l/n dec16
4 35 23 08	LZ-TUR	Tu-134A	Balkan	d/d	may74	f/n LHR 05oct74; w/o 10jan84 when hit power lines and crashed 2 km from Sofa

Production since 1974 when the five digit computer numbers were introduced

There is an indication that in the civil sequences, c/n 66101 is the next c/n after 63998, therefore there were no c/ns in the 64000's series (numbers used for the military Tu-134UBLs) and the 65000 series (allocated for the civil registrations).

Most line numbers given are surmised. However, they are 99.9 % sure and those that actually have been confirmed are reported as such in the listing. Batch 63 consists of 75 aircraft. This probably was done to avoid mixing up numbers with the military Tu-134UBLs that were being built at the same time.

08056	CCCP-65820	Tu-134A	AFL/Tajikistan-LBD	mfd	26apr74	line # 23-05; toc 12may74; rgd 28may74; f/n AKX 09nov77; l/n ALA 23apr93, as Tu-134A-3
	EY-65820	Tu-134A-3	Tajik Air	MHP	10jul94	seen on overhaul in ARZ-407 22apr98 & 13jun99 with 'Tochikiston' titles, ever delivered ? ; in fleet list 30sep00 as canx
08060	CCCP-65821	Tu-134AK	Soviet Gvt/AFL c/s	mfd	14jun74	line # 23-06; rgd 18jul74; toc 25jul74; opb 235 OAO at VKO; f/n VIE 20may75; c/n given in the 235 OAO document and MGA document as 08061
	CCCP-65821	Tu-134AK	AFL/Belarus-MSQ	trf	21aug78	still CCCP- 16may93 and 09jul93
	EW-65821	Tu-134AK	Aeroflot c/s, n/t	MSQ	07sep93	
	EW-65821	Tu-134AK	Belavia	SVO	10jul94	l/n FRA 14may99; not in 2000 fleet list, fate unknown
08068	DM-SCT	Tu-134A	Interflug	mfd	17may74	line # 23-09; rgd 10may74; f/n LGW 26jul77
	DDR-SCT	Tu-134A	Interflug	rgd	08may81	
	D-AOBH	Tu-134A	Interflug	rgd	03oct90	seen SXF 03oct90; l/n SXF 26jun91

	CCCP-65617(2) CCCP-65617(2) RA-65617(2) RA-65617(2)	Tu-134A Tu-134A Tu-134A Tu-134A	Interflug Komiavia Harco Air Harka Air	SXF rgd PRG SCW	26aug91 11jul91 15dec92 13jul94	prior to delivery to the Soviet Union; see c/n 8350305 d/d 07dec91; still in full Aeroflot c/s l/n PRG 19Feb94 leased from Komiavia; w/o 24jun95 on a flight from Kaduna to Lagos-Murtala when entered a zone of heavy rainfall and strong cross winds shortly before touch-down, touched down late, overran the runway by 147 metres, hit a concrete water drain and caught fire, all 6 crew escaped but 15 of the 74 passengers killed; t/t 24,844 hours 25 minutes and 15,740 cycles; canx 24jun95 (the day of the accident, as such in the Russian register); soc 15oct95 line # 23-10; rgd 10may74; f/n GLA 30oct74; l/n SXF 30apr80
09070	DM-SCU DDR-SCU D-AOBI CCCP-65605(2) CCCP-65605(2)	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Interflug Interflug Interflug Interflug Komavia	mfd rgd rgd no rgd	11may74 22jul81 03oct90 reports 25apr91	ferried SXF-MHP for rework 06dec90 sold to ARZ-407 at Minsk dec91, after sitting in storage for a year, to pay for the refurbishment of two other aircraft; overhaul completed in 1993; see c/n 6350102
	EW-65605(2) RA-65605(2) RA-65605(2) RA-65605(2)	Tu-134A Tu-134A Tu-134A Tu-134A	Belair Chernomorskiye Al Chernomur-Soyuz KrasAir	SHJ trf VKO KJA	29apr93 05sep94 11aug96 27jan02	f/n VKO jul95; based at Sochi-Adler l/n IST may98; reported for Severaero; rgd 16oct01 to Kinnerton Financial damaged Irkutsk 16jul02 when nose wheel failed to lower; seen IKT aug03/oct03, stored; l/n ROV 15nov04, stored; lsd by Chernomoravia 2004 and stored at AER 'KrasAir' titles mostly rubbed out, blue cheatline; still in operator's certificate apr07, see below; operator's certificate revoked 05oct08 reported for Zapolyarye; in basic Aeroflot c/s; stored at KJA, l/n oct09/oct16 line # 24-01; toc 31may74; rgd 21jun74; 221st aircraft built; f/n KBP 20aug75 on charge as of jan90 according to MGA document last seen operational EVN 28mar02; wfu EVN, l/n may04; not reported oct07 line # 24-02; on charge as of 01jul74; f/n TAS 16aug74; transferred to AFL/Privolzhsk-KUF or AFL/Privolzhsk-GOJ, probably 1986 f/n GOJ 25aug95, in Aeroflot c/s and titles was also leased to Yukosavia; soc 14jun01 as life-time expired; canx 12sep01; cannibalised and broken up at GOJ in 2001
	RA-65605(2) CCCP-65822 CCCP-65822 EK-65822 CCCP-65823	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A	no titles AFL/Moldova AFL/Armenia-EVN Armenian Airlines AFL/Privolzhsk-UFA	KJA mfd trf IST rgd	20jun06 31may74 09oct89 18jun93 04jul74	line # 24-03; toc 07jun74; rgd 18jun74; f/n SVO 23apr85 l/n VKO 15aug92 canx 15apr93 as to Hungary leased from Aeroflot-Kaliningrad division; reported ATH 08may93, but registration reported only applied 11may93; photo BUD oct93, in basic ex Aeroflot c/s with titles, badge on tail with Hungarian flag on the rudder; returned 04aug94 l/n DME nov98 wfu (N54.891383 E20.589460), stored without engines and equipment, still in full Aeroflot c/s; l/n KGD 20apr05 line # 24-04; toc 13jun74; rgd 29jul74 f/n DME 02aug90; seen DME 16aug92 as Tu-134A-3; l/n DME 10sep92 f/n ASF 18may96, in Aeroflot c/s, no titles l/n DME 11jul04; company acquired by Karat and ceased operations may05 sold to Tatarstan for spares may07 but remained at GOJ, l/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07 line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in an Avialiniyi Ukrainy sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3; l/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142 f/n DME 27aug95, Aeroflot c/s and titles l/n ASF jun05; company acquired by Karat and ceased operations by may05 line # 24-08; toc 02jul74; rgd 16aug74; transferred to AFL/Privolzhsk-KUF, date unknown; f/n KUF 19oct75; reported as such LED 23nov87 in an incident report; l/n DME 16aug92, as Tu-134A-3
09071	RA-65823 RA-65823	Tu-134A Tu-134A	Nizhni Novgorod Al Nizhni Novgorod Al	trf GOJ	25nov93 26aug97	l/n GOJ 26aug97, Aeroflot c/s and titles; soc 20nov00 as life-time expired; canx 27nov00; cannibalised and broken up at GOJ in 2000 (or 2001) line # 24-09; toc 19dec74; opb 235 OAO at VKO; rgd 17jan75; f/n GVA 16feb75; with HF communication equipment opb mil. unit 15565 (replaced CCCP-65675); f/n Spenenberg 08dec78 l/n MHP 13may96; not confirmed if this was civil by this time ! f/n SVO late1996; l/n LED may99; HF removed l/n VKO 16jan04
09074	CCCP-65824 CCCP-65824 CCCP-65824 HA-LBS	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Belarus-KGD AFL/Vnukovo Kaliningradavia Air Serv Hungary	mfd trf trf d/d	07jun74 10may90 21jan93 03may93	line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142 f/n DME 27aug95, Aeroflot c/s and titles l/n ASF jun05; company acquired by Karat and ceased operations by may05 line # 24-08; toc 02jul74; rgd 16aug74; transferred to AFL/Privolzhsk-KUF, date unknown; f/n KUF 19oct75; reported as such LED 23nov87 in an incident report; l/n DME 16aug92, as Tu-134A-3 l/n GOJ 26aug97, Aeroflot c/s and titles; soc 20nov00 as life-time expired; canx 27nov00; cannibalised and broken up at GOJ in 2000 (or 2001) line # 24-09; toc 19dec74; opb 235 OAO at VKO; rgd 17jan75; f/n GVA 16feb75; with HF communication equipment opb mil. unit 15565 (replaced CCCP-65675); f/n Spenenberg 08dec78 l/n MHP 13may96; not confirmed if this was civil by this time ! f/n SVO late1996; l/n LED may99; HF removed l/n VKO 16jan04
	RA-65824 RA-65824	Tu-134A Tu-134A	Aeroflot Kaliningradavia	VKO KGD	01jul95 apr01	line # 24-09; toc 19dec74; opb 235 OAO at VKO; rgd 17jan75; f/n GVA 16feb75; with HF communication equipment opb mil. unit 15565 (replaced CCCP-65675); f/n Spenenberg 08dec78 l/n MHP 13may96; not confirmed if this was civil by this time ! f/n SVO late1996; l/n LED may99; HF removed l/n VKO 16jan04
09078	CCCP-65825 CCCP-65825 RA-65825 RA-65825 RA-65825 RA-65825	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Lithuania AFL/N.Kavkaz-ASF Aeroflot Astrakhan Airlines Astrakhan Airlines Karat	mfd trf LED trf SHJ VKO	12jun74 01apr88 15jun93 14apr94 30sep00 10dec05	line # 24-09; toc 19dec74; opb 235 OAO at VKO; rgd 17jan75; f/n GVA 16feb75; with HF communication equipment opb mil. unit 15565 (replaced CCCP-65675); f/n Spenenberg 08dec78 l/n MHP 13may96; not confirmed if this was civil by this time ! f/n SVO late1996; l/n LED may99; HF removed l/n VKO 16jan04
12083	CCCP-65826 CCCP-65826	Tu-134A Tu-134A	AFL/Tyumen AFL/Ukraine-HRK	mfd trf	17jun74 25nov83	line # 24-09; toc 19dec74; opb 235 OAO at VKO; rgd 17jan75; f/n GVA 16feb75; with HF communication equipment opb mil. unit 15565 (replaced CCCP-65675); f/n Spenenberg 08dec78 l/n MHP 13may96; not confirmed if this was civil by this time ! f/n SVO late1996; l/n LED may99; HF removed l/n VKO 16jan04
12084	CCCP-65827 RA-65827	Tu-134A Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot	mfd ARH	25jun74 10jun94	line # 24-09; toc 19dec74; opb 235 OAO at VKO; rgd 17jan75; f/n GVA 16feb75; with HF communication equipment opb mil. unit 15565 (replaced CCCP-65675); f/n Spenenberg 08dec78 l/n MHP 13may96; not confirmed if this was civil by this time ! f/n SVO late1996; l/n LED may99; HF removed l/n VKO 16jan04
12086	CCCP-65828(1) CCCP-65828(1) RA-65828(1) RA-65828(1) CCCP-65829	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-ASF Astrakhan Airlines Astrakhan Airlines AFL/Privolzhsk-UFA	mfd trf trf AAQ mfd	29jun74 1988 14apr94 01jul98 30jun74	line # 24-09; toc 19dec74; opb 235 OAO at VKO; rgd 17jan75; f/n GVA 16feb75; with HF communication equipment opb mil. unit 15565 (replaced CCCP-65675); f/n Spenenberg 08dec78 l/n MHP 13may96; not confirmed if this was civil by this time ! f/n SVO late1996; l/n LED may99; HF removed l/n VKO 16jan04
	RA-65829 RA-65829	Tu-134A-3 Tu-134A-3	Aeroflot Nizhni Novgorod Al	UFA trf	10jul93 25nov93	line # 24-09; toc 19dec74; opb 235 OAO at VKO; rgd 17jan75; f/n GVA 16feb75; with HF communication equipment opb mil. unit 15565 (replaced CCCP-65675); f/n Spenenberg 08dec78 l/n MHP 13may96; not confirmed if this was civil by this time ! f/n SVO late1996; l/n LED may99; HF removed l/n VKO 16jan04
12093	CCCP-65830 RA-65830 RA-65830 RA-65830 RA-65830	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s Aeroflot Transaero Ekspres Karat corporate c/s	mfd trf MHP trf SVO SVO	28nov74 23jun78 06jul95 02aug96 16aug99 27aug07	line # 24-09; toc 19dec74; opb 235 OAO at VKO; rgd 17jan75; f/n GVA 16feb75; with HF communication equipment opb mil. unit 15565 (replaced CCCP-65675); f/n Spenenberg 08dec78 l/n MHP 13may96; not confirmed if this was civil by this time ! f/n SVO late1996; l/n LED may99; HF removed l/n VKO 16jan04
12095	DM-SCV DDR-SCV D-AOBI CCCP-65618(2) CCCP-65618(2) RA-65618(2) RA-65618(2) RA-65618(2) RA-65618(2) RA-65618(2) RA-65618(2) RA-65618(2)	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Interflug Interflug Interflug Interflug AFL/Komi-SCW Harco Air Komiavia Komiavia Tymen Avia Trans KrasAir Komiavia c/s, n/t Kolavia	mfd rgd rgd rgd SXF AMS PRG trf IST VKO KJA rgd SGC	12jul74 09apr81 03oct90 03aug81 jun92 11nov93 22feb94 13jul98 22mar01 27jan02 28mar02 25aug03	line # 24-10 confirmed; rgd 18jul74; f/n AMS 20aug76; l/n SXF 30apr80 f/n AMS 25apr81 seen SXF 03oct90 full c/s with titles, 'BJ' on the nose wheel door and Soviet flag was rgd 11jul91 to Komiavia; on charge as of 01jan93; in basic ex Interflug c/s; see c/n 7350301 in basic ex Interflug c/s f/n SVO 30aug95, in basic ex Interflug c/s, no titles; l/n SBO jan96 reported for Komiinteravia f/n SVO 01apr02; l/n LED 26jun03; was leased to Aeroflot Russian Airlines since 15dec00 l/n DME 08nov04; leased from Komiinteravia since 23oct00; still Tu-134A according to Russian register nov04 leased from Komiinteravia; l/n operational GOJ 01oct08; canx 25oct08; scrapped at SCW sep11 line # 25-01; d/d 28aug74; extended range version with additional fuel tank; carried 'Hungarian People's Republic' titles in Hungarian and English; l/n CGN 11jun75 l/n LHR 03may76; seen LHR 27feb77; carried 'Hungarian People's Republic' titles in Hungarian and English; underwent maintenance at Minsk 13mar78-23may78; seen HEL 21oct78 f/f 13may81; returned to Minsk 13oct81 for maintenance not taken up; 'BM' meant Ministry of Interior returned from maintenance in Minsk this day; rgd 18dec81; converted to Tu-134A-3 13mar84; last service 17dec97; canx 23jun98 and delivered to Minsk same day not taken up, directly sold as, see below f/n DME 10jul00; in fleet list oct06 as a Tu-134A-3; in basic Yamal c/s; l/n TOF 06feb11; wfu before may11; stored at SGC, last reported may11 in basic ex-Kolavia c/s; l/n GOJ 01jul14 line # 25-02; rgd 28aug74; on charge as of 01oct74; f/n BEY 15feb75; f/n as Tu-134A-3 KUF 12sep87
12096	RA-65618(2) HA-926 HA-YSA HA-YSA HA-LBM HA-LBN	Tu-134A-3 Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Utair Hungarian Gvt Hungarian Gvt MALÉV Hungarian MoI MALÉV	mfd mfd rgd d/d d/d	25mar05 22jul74 01sep75 04may81 17dec81	line # 25-02; rgd 28aug74; on charge as of 01oct74; f/n BEY 15feb75; f/n as Tu-134A-3 KUF 12sep87 l/n EVN mar03/may04 wfu; not reported oct07 line # 25-03; extended range version with additional fuel tank; d/d 29aug74; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03nov74; l/n CGN 05may75 l/n LHR 23jul76; carried 'Hungarian People's Republic' titles in Hungarian and English; underwent maintenance at Minsk 05jan78- 07mar78; seen LHR 15jul79; last flight 02mar81 f/f 06apr81; returned to Minsk for maintenance aug/sep81 returned from maintenance in Minsk this day; rgd 03dec81; converted to Tu-134A-3 31jul83; last service 18dec97; canx 01jul98 and delivered to Minsk same day not taken up, directly sold as, see below f/n DME 24may00; l/n DME 12jul05; in oct06 fleet list as Tu-134A-3, but not in service; still in operator's certificate apr07 line # 25-04; toc 21aug74; rgd 16sep74; f/n KGD 22jun77 according to old Soviet register but no return to Belarus reported, see next lines; trf not mentioned in MGA document l/n SVO 02sep93; with additional small 'Aeroflot' titles below the cheatline not in 1999 fleet list; l/n MSQ 27mar04, wfu; fate unknown line # 25-05; rgd 16sep74; f/n VKO 27aug75 soc 31dec86 as life-time expired line # 25-06; toc 29aug74; rgd 16sep74; f/n sep75; l/n ULY 09sep92 as Tu-134A-3 f/n ROV 14jul94, Aeroflot c/s and titles Aeroflot c/s, no titles; seen ROV (N47.250277 E39.800028) may96, derelict; soc 06aug98 as life-time expired; canx 17aug98; l/n feb17 line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 l/n VKO 02jun96 with 'Tajik Air' logo l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD
	EW-65944 RA-65944	Tu-134AK Tu-134AK	Lukoil Kolavia	rgd rgd	23jun98 04oct99	line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 l/n VKO 02jun96 with 'Tajik Air' logo l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD
17102	RA-65944 CCCP-65831 EK-65831 EK-65831 HA-927	Tu-134A-3 Tu-134A Tu-134A-3 Tu-134A-3 Tu-134AK	Tsentr-Yug n/t AFL/Armenia-EVN Aeroflot c/s, n/t Armenian Airlines Hungarian Gvmt	GOJ mfd VKO SOF mfd	16aug11 31jul74 07sep93 17apr95 25jul74	line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 l/n VKO 02jun96 with 'Tajik Air' logo l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD
17103	HA-YSB HA-YSB HA-LBO	Tu-134AK Tu-134AK Tu-134AK	Hungarian Gvmt MALÉV MALÉV	rgd d/d d/d	01sep75 11mar81 15oct81	line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 l/n VKO 02jun96 with 'Tajik Air' logo l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD
	EW-65942 RA-65942	Tu-134AK Tu-134AK	Lukoil Kolavia	rgd rgd	01jul98 01oct99	line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 l/n VKO 02jun96 with 'Tajik Air' logo l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD
17106	CCCP-65832 CCCP-65832	Tu-134A Tu-134A	AFL/Belarus-MSQ AFL/North Kavkaz	mfd trf	16aug74 22nov78	line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 l/n VKO 02jun96 with 'Tajik Air' logo l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD
	65832 EW-65832 EW-65832 CCCP-65833 CCCP-65833 CCCP-65834 RA-65834 RA-65834	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	Belarussia Al Belarussia Al Belavia AFL/Ukraine AFL/North Kavkaz AFL/N.Kavkaz-ROV Donavia Donavia	SVO SVO SVO toc trf mfd trf SVX	19mar93 22may94 16may95 22aug74 01nov78 27aug74 25nov93 23aug95	line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 l/n VKO 02jun96 with 'Tajik Air' logo l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD
17107	EW-65832 EW-65832 CCCP-65833 CCCP-65833	Tu-134A Tu-134A Tu-134A Tu-134A	Belarussia Al Belarussia Al Belavia AFL/Ukraine	SVO SVO SVO toc	19mar93 22may94 16may95 22aug74	line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 l/n VKO 02jun96 with 'Tajik Air' logo l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD
17109	CCCP-65834 RA-65834 RA-65834	Tu-134A Tu-134A-3 Tu-134A-3	AFL/North Kavkaz AFL/N.Kavkaz-ROV Donavia	trf mfd trf	01nov78 27aug74 25nov93	line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 l/n VKO 02jun96 with 'Tajik Air' logo l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD
17112	CCCP-65835 EY-65835 EY-65835	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Tajikistan-LBD Aeroflot c/s, n/t Tajik Air	mfd DME KHI	30aug74 04jul94 28mar97	line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87 l/n VKO 02jun96 with 'Tajik Air' logo l/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD

17113	CCCP-65836	Tu-134A	AFL/Georgia-SUI	mfd	23aug74	line # 25-08; toc 03sep74; rgd 12dec74; opb 297 LO; f/n LED 05sep81; dbr 14aug82 on take-off from Sukhumi for a flight to Moscow-Vnukovo when L-410M CCCP-67191 unlawfully entered the runway in the path of the Tu-134A, the crew of the Tu-134A aborted the take-off, but the remaining distance was not sufficient and the right wing of the Tu-134A hit the L-410M at a speed of 216 km/h, the right wing of the Tu-134A was destroyed and the fuselage suffered structural damage, all 6 crew and 76 passengers escaped unhurt; t/t 17,003 hours and 10,406 cycles; soc and canx 16sep82
17114	CCCP-65837 RA-65837	Tu-134A Tu-134A-3	AFL/Leningrad Aeroflot	mfd AMS	18sep74 14oct92	line # 25-09; toc 20sep74; rgd 09oct74; f/n AMS 16oct74; l/n LED 05sep92
18116	CCCP-65838 RA-65838	Tu-134A Tu-134A-3	Pulkovo Avia AFL/Tyumen-TJM	trf mfd	22nov94 23sep74	soc and canx 05jun97 as life-time expired line # 25-10; toc 03oct74; rgd 18oct74
18117	RA-65838 CCCP-65839	Tu-134A-3 Tu-134A	Aeroflot Tyumen Airlines AFL/Moldova-KIV	PRG trf mfd	21oct92 31aug94 29sep74	l/n TJM 15may95, Aeroflot c/s and titles; soc 03apr97 as life-time expired; canx 25jun97 line # 26-01; toc 03oct74; rgd 10nov74; f/n sep77; w/o 19may79 on the leg from Novosibirsk to Ufa of a flight from Novosibirsk to Chisinau when deviated from the glide path on final approach at night, touched down with the wheel brakes locked (destroying all tyres) and veered off the runway, the left main gear broke and the left wing hit the runway, rupturing a fuel tank, the aircraft caught fire and burnt out, 2 of the 6 crew and 8 of the 83 passengers injured; t/t 9,994 hours 36 minutes and 6,113 cycles; soc 22jun79 line # 26-02; toc 03oct74; rgd 15oct74; f/n KBP aug76; photo VKT 1986
18118	CCCP-65840 RA-65840	Tu-134A Tu-134A	AFL/Komi-SCW Aeroflot	mfd LED	30sep74 06sep92	f/n SCW 10jun94, in Aeroflot c/s and titles; soc and canx 05mar97 as life-time expired; broken up at Syktyvkar
18120	CCCP-65841 CCCP-65841	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Ukraine	mfd trf	22oct74 16jun77	line # 26-03 confirmed; toc 04nov74; opb 235 OAO at VKO; rgd 21nov74; f/n SXF 08oct75
18121	CCCP-65842 CCCP-65842	Tu-134AK Tu-134AK	Avialini. Ukrayiny Avialini. Ukrayiny	LED rgd	30may92 21jan93	l/n KBP 07sep92 f/n KBP 17jun93; seen EVN 16may96/13apr01, used for spares; canx 29may96
	CCCP-65842 RA-65842	Tu-134A Tu-134A-3	AFL/Latvia AFL/Urals-KVX	trf DME	22jan74 24nov80	line # 26-04 confirmed; toc 25oct74; rgd 21nov74 f/n LED 13sep87
	RA-65842	Tu-134A-3	Aeroflot	DME	25may94	f/n IJK 16aug99, in Aeroflot c/s, no titles; soc 23dec96 as life-time expired; canx 08jan97; seen stored at IJK 09feb07, ten tears later; l/n IJK 02jun11 as such; broken up at IJK in 2012
18123	CCCP-65843 CCCP-65843	Tu-134A Tu-134A	AFL/Lithuania AFL/Urals-KVX	mfd trf	26oct74 03jun88	line # 26-05; toc 04nov74; rgd 19nov74 l/n ROV 06aug88
	CCCP-65843 RA-65843	Tu-134A Tu-134A	AFL/Privolzhsk Bashkirian Al	trf trf	30aug91 01jul92	seen UFA 13jun94, in Aeroflot c/s and titles
	RA-65843	Tu-134A-3	Bashkirian Al	KRR	20sep94	seen UFA 13aug99, wfu but still in fleet list 31dec00; l/n 12aug01; canx 07dec01; soc 18oct02 as life-time expired
18125	CCCP-65844 CCCP-65844	Tu-134A Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV	mfd trf	31oct74 1978	line # 26-06; toc 05nov74; rgd 21nov74; f/n feb75 photo KZN 1979
	RA-65844	Tu-134A	KavMinVody Avia	trf	15dec94	no reports; probably never painted up in KavMinVody Avia colours; current on Russian register sep01/mar03; soc 11mar04 as life-time expired; broken up at MRV
23128	OK-EFJ	Tu-134A	CSA	d/d	21nov74	line # 26-07; rgd 25nov74; f/n LHR 13mar75; wfu 23jan95; canx 26oct95; broken up at PRG oct95; cockpit seen Kbely sep96; preserved in hangar B of the CSA training centre at PRG, f/n jan07; l/n feb14
23130	OK-EFK	Tu-134A	CSA	d/d	22nov74	line # 26-08; rgd 25nov74; f/n LHR 07dec74; wfu 30jan95, canx 26oct95; broken up at PRG oct95
23131	CCCP-65845 CCCP-65845	Tu-134A Tu-134A	AFL/Belarus-MHP AFL/Belarus-KGD	mfd trf	23nov74 03feb79	line # 26-09; toc 28nov74; rgd 17dec74 f/n SVO 19jul88; trf to Russia 06aug90; l/n VKO 21mar93
	RA-65845	Tu-134A	Kaliningradavia	trf	20jan94	l/n KGD 03jul94, Aeroflot c/s and titles; l/n as such GRO 21aug99
	RA-65845	Tu-134A-3	Aeroflot c/s, n/t	VKO	11jun01	l/n VKO 08jul01
	RA-65845	Tu-134A-3	Sibaviatrans	rgd	20jul01	in basic Aeroflot c/s; f/n KJA 01oct01; wfu KJA, no engines, l/n KJA jun06
	RA-65845	Tu-134A-3	Orenburg Airlines	DME	29nov06	leased for a short period; in basic Sibaviatrans c/s
	RA-65845	Tu-134A-3	Sibaviatrans	KJA	27aug07	operator's certificate revoked 05oct08; stored at KJA, l/n oct09
23132	CCCP-65846 RA-65846	Tu-134A Tu-134A-3	AFL/Arkhangel. ARH Aeroflot	mfd LED	28nov74 20jul93	line # 26-10; rgd 17dec74; on charge as of 01jan75; f/n VKO 27aug75; l/n LED 06sep92 as Tu-134A-3
	RA-65846	Tu-134A-3	Arkhangelsk Al	trf	22feb94	soc 09jun96 as life-time expired; canx 12jul96; stored at ARH, not seen jul05, possibly broken up
23135	CCCP-65847 RA-65847	Tu-134A Tu-134A-3	AFL/Privolzhsk-REN Aeroflot	mfd DME	04dec74 05may94	line # 27-01; toc 01jan75; rgd 07feb75; f/n DME 12apr92 as Tu-134A-3
	RA-65847	Tu-134A-3	Orenburg Airlines	trf	25nov95	f/n OVB jun96
	RA-65847	Tu-134A-3	TyumenAviaTrans	rgd	18may01	f/n VKO 02jun01; l/n VKO 21aug01
	RA-65847	Tu-134A-3	Utair	rgd	11feb03	f/n SGC 25aug03; l/n LED 29aug03
	RA-65847	Tu-134A-3	Orenburg Airlines	DME	11jun05	l/n DME 22aug06; not in Orenair fleet list 15jan08 due to retirement; seen REN (N51.787887 E55.468338) mar11/aug11 wfu, still with Orenburg Airlines titles
23136	CCCP-65848	Tu-134A	AFL/Armenia-EVN	mfd	11dec74	line # 27-02 confirmed; toc 19dec74; rgd 23jan75; f/n DME 27aug75; reported as such HRK 31may87 in an incident report; l/n LED 07sep92, Tu-134A-3 by this date
	EK-65848	Tu-134A-3	Armenian Airlines	MHP	09sep93	l/n EVN 25may04, stored
	EK-65848	Tu-134A	Air Armenia	EVN	13oct07	canx 30dec08; in basic Armenian Airlines with 'Air Armenia' titles, wfu/parked at the Air Armenia maintenance facility; version painted as such; l/n 06jan10/01mar12; seen jul14/aug14, with registration paint out
23138	CCCP-65849	Tu-134A	AFL/Ukraine-HRK	mfd	19dec74	line # 27-03; on charge as of 01jan75; rgd 22jan75; reported Novyy Urengoy-Yaghelnoye 29nov89 in an accident report; soc 26jun90 due to the accident and canx 23jun90
23240	CCCP-65850	Tu-134A	AFL/Komi-SCW	mfd	18dec74	line # 27-04; toc 24dec74; rgd 20jan75; soc 30jan87 as life-time expired; canx 1987 with 15,000 cycles; seen SCW jun94/jul94, derelict; not seen jul05, possibly broken up
23241	CCCP-65851	Tu-134A	AFL/Leningrad	mfd	23dec74	line # 27-05; on charge as of 01jan75; rgd 23jan75; f/n AMS 05mar75; seen LHR 08oct88 as Tu-134A-3; l/n AMS 20sep92
	RA-65851	Tu-134A-3	Aeroflot	BRU	17oct92	soc 21nov96 as life-time expired; canx 26dec96
	RA-65851	Tu-134A-3	Pulkovo Avia	trf	22nov94	line # 27-06; toc 08jan75; rgd 04feb75; f/n MUC 20mar75; seen CWC autumn 1991, with Aeroflot titles and without flag on the fin; l/n KBP 07sep92, as such
23244	CCCP-65852	Tu-134A	AFL/Ukraine	mfd	13dec74	line # 27-07; toc 18jan75; rgd 14feb75; f/n UFA late 1977
23245	UR-65852	Tu-134A	Avialini. Ukrayiny	rgd	26jan93	canx 21nov90
	CCCP-65853	Tu-134A	AFL/Privolzhsk-REN	mfd	14jan75	line # 27-08; toc 18jan75; rgd 11feb75; f/n CGN 13apr75; seen LHR 06may89 as Tu-134A-3; l/n LED 05sep92
	CCCP-65853	Tu-134A	AFL/Ukraine	trf	15feb90	probably opb STIGL; used by several Chechen leaders to flee to Cairo 04dec94; trf to ?? 28dec94; l/n VKO 15may95; damaged 24oct95 during an assault of Russian special forces on the airport of Sleptovskaya (Ingushetiya) when was hit by several stray bullets; obviously not repaired; canx 17apr98; preserved at Ordzhonikidzevskaya Ingushetiya; photo as such taken in 2003; GE in 2013 shows it has moved to the far side of the airport (N43.314459 E45.031815) and been replaced by a Mig-29
	CCCP-65853	Tu-134A	AFL/GosNII GA	trf	apr90	line # 28-01; toc 25feb75; rgd 28mar75; opb 141 LO, was the first Tu-134 based at Tallinn; w/o 03may85 on the leg from Tallinn to Lviv of a flight from Tallinn to Kishinyov, while flying in clouds at a height of 3,900 metres the aircraft collided 6 km north-west of Zolochiv with Soviet Air Force An-26 "101" red" (c/n 9506, call-sign CCCP-26492) due to ATC error and crashed, all 6 crew and 73 passengers killed; t/t 18,548 hours and 12,306 cycles; canx 30may85; soc 17jun85
23248	CCCP-65854	Tu-134A	AFL/Leningrad	mfd	10jan75	line # 28-02; toc 21feb75; rgd 01apr75; f/n mar78
	RA-65854	Tu-134A-3	Aeroflot	HEL	13nov92	line # 28-03; toc 27feb75; rgd 20mar75
	RA-65854	Tu-134A-3	Pulkovo Avia	trf	22nov95	l/n TBS 17jun97; not in 1998 fleet list
23249	CCCP-65679	Tu-134AK	Soviet AF/AFL c/s	mfd	22feb75	not in 2001 fleet list, fate unknown line # 28-04; toc 01mar75; rgd 20mar75
	RA-65679	Tu-134AK	Russian AF/AFL c/s	Rzd	20aug95	trf to STIGL in early 1990s; no flag on fin (all-white tail); destroyed in an air raid by Russian AF Su-25s at Grozny-Severnny 24nov94; soc 01jan99
23252	CCCP-65855 CCCP-65855	Tu-134A Tu-134A-3	AFL/N.Kavkaz-VOG MAP EMZ Myasishch.	mfd trf	10jan75 16feb89	f/n TJM 14may95; canx 17apr98; soc 20apr98 as life-time expired; l/n TJM 27jul00 wfu
	RA-65855	Tu-134A-3	Aeroflot c/s, n/t	ZIA	31aug93	line # 28-05; toc 05mar75; del to REN 28may75, first Orenburg-based Tu-134; rgd 02jun75; f/n DME 30aug88; seen DME 16apr92 as Tu-134A-3; l/n DME 16aug92
23253	CCCP-65856	Tu-134A	AFL/Estonia-TLL	mfd	20feb75	f/n DME 04may94, Aeroflot c/s and titles
23255	CCCP-65857 CCCP-65857	Tu-134 Tu-134	AFL/Latvia AFL/Lithuania-VNO	mfd trf	20feb75 19dec80	f/n VKO 02jun01; l/n as such VKO 16aug01; soc and canx 23jan02 as life-time expired; seen REN 26aug03/28aug04 without titles (in basic Aeroflot c/s ?); wfu (wing spar cut) at REN, l/n oct07
	CCCP-65857	Tu-134	AFL/Georgia-TBS	trf	30may88	line # 28-06; toc 08mar75; rgd 25mar75; f/n LED sep87; see c/n 1351407; l/n SVO 30jun92
	4L-65857	Tu-134A-3	Aeroflot c/s, n/t	SHJ	08may94	line # 28-07; toc 07mar75; rgd 20mar75
	4L-65857	Tu-134A-3	Air Zena	TBS	oct99	l/n LED 22sep91
23256	CCCP-65858 CCCP-65858	Tu-134A Tu-134A	AFL/Lithuania AFL/N.Kavkaz-GRV	mfd trf	10feb75 28mar88	trf to STIGL in early 1990s; no flag on fin (all-white tail); destroyed in an air raid by Russian AF Su-25s at Grozny-Severnny 24nov94; soc 01jan99
	CCCP-65858	Tu-134A-3	Aeroflot	VKO	25jan94	line # 28-04; toc 01mar75; rgd 20mar75
23264	CCCP-65859 RA-65859	Tu-134A Tu-134A-3	AFL/Tyumen-TJM Aeroflot	mfd VOG	13feb75 31aug93	f/n TJM 14may95; canx 17apr98; soc 20apr98 as life-time expired; l/n TJM 27jul00 wfu
	RA-65859	Tu-134A-3	Tyumen Airlines	trf	31aug94	line # 28-05; toc 05mar75; del to REN 28may75, first Orenburg-based Tu-134; rgd 02jun75; f/n DME 30aug88; seen DME 16apr92 as Tu-134A-3; l/n DME 16aug92
28265	CCCP-65860	Tu-134A	AFL/Privolzhsk-REN	mfd	28feb75	f/n DME 04may94, Aeroflot c/s and titles
	RA-65860	Tu-134A-3	Orenburg Airlines	trf	24nov93	line # 28-06; toc 07mar75; rgd 28mar75; f/n AMS 07jul76; reported LED 27dec87 in an incident report; seen SXF nov89 as Tu-134A-3; l/n LED 06sep92
	RA-65860	Tu-134A-3	Orenburg Airlines	REN	21apr97	
	RA-65860	Tu-134A-3	TyumenAviaTrans	rgd	23may01	
28269	CCCP-65861(1)	Tu-134A	AFL/Belarus-MSQ	mfd	28feb75	
EWJ-65861(1)	Tu-134A	Belavia	MSQ	trf	10jul94	
28270	CCCP-65862	Tu-134A	AFL/Leningrad	mfd	28feb75	
RA-65862	Tu-134A-3	Aeroflot	HEL	trf	09feb93	

36165	RA-65885 CCCP-65886 CCCP-65886 CCCP-65886 CCCP-65887 RA-65887	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Pulkovo Avia AFL/Latvia AFL/Georgia-SUI AFL/Georgia-TBS AFL/N.Kavkaz-MRV KavMinVody Avia	trf mfd trf trf toc trf	22nov94 27jul75 30may80 unknown 28jul75 15dec94	soc 28may96 as life-time expired; canx 10jul96 line # 31-03; toc 05aug75; rgd 15aug75 f/n VKO 20aug92 l/n TBS 16may96/17jun97, stored, as Tu-134A-3 line # 31-04; mfd given as 13aug75 l; rgd 02sep75 in full Aeroflot c/s; f/n MRV 15may96; stored without engines at MRV; soc 11mar04 as life-time expired; l/n MRV 25jun06; broken up at MRV line # 31-05; toc 22aug75; rgd 08sep75; f/n VKO 27aug75 f/n Krzywa-Osla 20aug90 l/n HRK 23jun97; seen HRK 04may98/27apr99, no titles, wfu line # 31-06; c/n given as 32010 in MGA document; toc 02sep75; rgd 02mar76; f/n TJM 09jan79; reported KZN 15sep87 in an incident report; l/n SVO 16may91, Tu-134A-3 by this date f/n KUF 19may96; l/n KUF 16sep97; soc 06oct00 as life-time expired; canx 11oct00 line # 31-07; rgd 12sep75 on charge as of 01jan89 according to MGA document; f/n SVO 01aug90; l/n SVO 16may91, as Tu-134A-3 with Aeroflot titles, white tail never had 'Estonian' titles; seen with 'Airport Fire Training' titles TLL aug97/dec04 and used as such; seen TLL dec04/nov15 (N59.415154 E24.861981), derelict, without titles, CCCP-65890 bleeding through; l/n jun16, now painted in all over red/orange/ yellow c/s and adorned with various artwork line # 31-08; toc 05sep75; rgd 12sep75; f/n LED 05may89; Tu-134A-3 by apr92; l/n LED 07sep92 f/n SCW 10jun94, Aeroflot c/s and titles; soc and canx 13jan00 as life-time expired; broken up at Syktyvkar line # 31-09; rgd 21sep75; had East German Air Force serial '183' allocated but never wore this; see c/n 1351304; l/n SXF 30apr80
36175	CCCP-65888 CCCP-65888 UR-65888	Tu-134A Tu-134A Tu-134A-3	AFL/Latvia AFL/Ukraine Avialini. Ukrayiny	mfd trf HRK	19aug75 26jun80 15jul93	
38010	CCCP-65889	Tu-134A	AFL/Privolzhsk-KUF	mfd	18aug75	
38020	RA-65889 CCCP-65890 CCCP-65890 ES-AAP ES-AAP	Tu-134A-3 Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	Samara AFL/Lithuania AFL/Estonia-TLL Aeroflot Aeroflot c/s, n/t	trf toc trf SVO SVO	24nov94 04sep75 05dec88 30jun92 20aug92	
38030	CCCP-65891 RA-65891	Tu-134A Tu-134A-3	AFL/Komi-SCW Komiavia	mfd trf	30aug75 22feb94	
38040	DM-SDE DDR-SDE DDR-SDE D-AOBO CCCP-65608(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s EGAF/Interflug c/s Interflug Interflug Interflug	mfd rgd trf rgd SXF	18sep75 07jul81 mar85 03oct90 13sep91	seen DUS 29mar91; l/n SXF 24aug91 with Soviet flag; rgd 11jul91 to Komiavia according to Soviet register, see previous and next lines; see c/n 6350105 f/n SVO 16apr92; l/n SVO 11sep92; in basic ex-Interflug c/s in basic ex-Interflug c/s
	CCCP-65608(2) CCCP-65608(2) CCCP-65608(2) RA-65608(2) RA-65608(2) RA-65608(2) RA-65608(2) RA-65608(2) RA-65608(2) RA-65608(2) RA-65608(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	AFL/Komi-SCW Harco Air Komiavia Harka Air ex Interflug c/s Komiavia KrasAir TAT Leasing Comp no titles UTair	toc PRG trf SCW SVO SVO KJA rgd KUF VKO	08feb92 07feb94 22feb94 10jun94 03jul95 aug96 03jun01 12feb03 29may05 24jun06	leased from Komiavia; in basic ex-Interflug c/s; l/n SVO 09feb95 no titles l/n LED may99; reported for Komiinteravia l/n SCW dec01; leased from Komiinteravia, but returned as not in KrasAir fleet list jan02 to UTair, never seen as such white/grey c/s; l/n VKO 11aug05 in all-white c/s with small 'UTair' titles; Tu-134A-3 VKO 05oct08; l/n SCW 03oct14, as such; broken up at SCW by 28jan15 line # 31-10; d/d 19sep75; toc 19sep75; rgd 01oct75; f/n MHP 16may76 full Aeroflot c/s with 'MALEV' titles and Hungarian flag; compensation for loss of HA-LBC and first MALÉV service on 15apr78 to Bucharest allocated but not used due to Soviet restrictions was last MALÉV service; 'MALEV' titles and flag removed 21jan80 in full Aeroflot c/s; l/n MSQ 08sep93 soc 15jan96 as life-time expired; l/n MSQ 12may96 line # 32-01; toc 02oct75; rgd 14oct75; f/n VKO 23apr89 l/n VKO 05jun92 probably still in Aeroflot c/s; w/o 21sep93 on a flight from Sochi to Sukhumi when was shot down on approach to Sukhumi by Abkhaz troops who fired a "Strela-2" shoulder-fired SAM from a patrol boat off the coast, the aircraft lost control and crashed into the sea from an altitude of some 300 metres, all 5 crew and 22 passengers (mostly Russian and foreign journalists) killed line # 32-02; toc 03oct75; rgd 21oct75; f/n AMS 17mar76; Tu-134A-3 by aug90; l/n LED 07sep92
38050	CCCP-65892 CCCP-65892 HA-LBL CCCP-65892 CCCP-65892 EW-65892 CCCP-65893 CCCP-65893 65893	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Belarus-MSQ MALÉV MALÉV Aeroflot Belavia AFL/Georgia-SUI AFL/Georgia-SUI Sukhumi Avn Ent.	mfd d/d all ret SVO mfd VKO no	15sep75 03apr78 10jan80 24jan80 03may94 25sep75 23feb92 reports	
40130	CCCP-65894 RA-65894 RA-65894	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Leningrad Aeroflot Pulkovo Avia	mfd AMS trf	30sep75 08oct92 22feb94	
40140	CCCP-65895 CCCP-65895 CCCP-65895 CCCP-65895 CCCP-65895 DM-SDF DDR-SDF DDR-SDF D-AOBP CCCP-65610(2) CCCP-65610(2) CCCP-65610(2)	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	AFL/GosNII GA AFL/Latvia AFL/Moldova-KIV AFL/Tajikistan-LBD Tajikistan Al EGAF/Interflug c/s EGAF/Interflug c/s Interflug Interflug AFL/Komi-SCW op. by Harco Air Harco Air Komiavia Aeroflot c/s, n/t Atyrau Airways Kazakhstan Emercom	mfd trf trf trf no mfd rgd trf rgd SXF toc KAN MLA trf SVO BUD ALA mfd trf	29oct75 03jun76 03dec80 07may88 reports 20oct75 20aug81 mar83 03oct90 10sep91 31feb92 06aug92 17oct92 22feb94 25apr97 21nov00 26oct08 31oct75 1990s	f/n at a Moscow airfield 03jun89 in fleet list 01nov04, still in JP-07 line # 32-04; rgd 24oct75; had East German Air Force serial '185' allocated; l/n SXF 30apr80 f/n SXF 03oct90; l/n SXF 24aug91 with Soviet flag; see c/n 7350202 rgd 11jul91 to Komiavia according to Soviet register, see previous lines f/n SVO 10jul94, Aeroflot c/s and titles l/n IST 20aug98; reported for Komiinteravia; soc 28jun00 and canx 07jul00 as to Kazakhstan f/n as Tu-134A-3 BUD 14mar01; named 'Bayterek'; l/n DME nov07 in standard c/s with 'TZhM' titles; c/n confirmed; l/n ALA 25jan11; seen ALA apr11/jul16 stored line # 32-05; toc 04nov75; rgd 12nov75; f/n LED 13sep83; reported in an incident report 20mar87 l/n KBP 08sep92; destroyed in an air raid by Russian AF Su-25s at Grozny-Severny 24nov94; soc by 01jan01 line # 32-06; toc 14nov75; rgd 26nov75; f/n AMS 05jul87 was already f/n VKO 16jul93 in basic ex-Aeroflot c/s with white tail; l/n KIV 20sep94; canx 20dec99; broken up line # 32-07; toc 29nov75; rgd 12dec75; f/n VKO late77; Tu-134A-3 by jul92; l/n LED 06sep92 l/n SVO 16may95, Aeroflot c/s and titles; soc 04sep97 as life-time expired; canx 05sep97; used as a rescue-trainer at Arkhangelsk-Talagi, without tail, l/n aug07 line # 32-08; toc 08dec75; rgd 22dec75; f/n IKT 03mar92 was trf 31aug94 to Tyumen Airlines seen TJM jul00/aug04, Aeroflot c/s and titles, derelict; offered for sale on the Internet 16jun04; soc 17jun04 as life-time expired line # 32-09; toc 19dec75; rgd 23jan76 f/n SVO 29aug88; seen as Tu-134A-3 SVO 12apr91; l/n SCW jun/jul94 engineless, wfu; soc and canx 18nov94 as life-time expired; broken up at Syktyvkar line # 32-10; toc 23dec75; rgd 14jan76; f/n LED 01sep88 l/n VKO 21mar93 still in Aeroflot c/s; w/o 23sep93 at Sukhumi when was hit by rockets from an Abkhaz BM-21 "Grad" multiple rocket launcher while Georgian refugees were boarding for a flight to Tbilisi, caught fire and burnt out, 1 of the 6 crew killed while all 24 passengers escaped; see c/n 62835 line # 33-01; toc 30dec75; rgd 23jan76 f/n mar83; l/n DME 16aug92 as Tu-134A-3
42200	CCCP-65896 CCCP-65896	Tu-134A Tu-134A	AFL/N.Kavkaz-GRV STIGL	mfd trf	31oct75 1990s	
42210	CCCP-65897 ER-65897	Tu-134A Tu-134A-3	AFL/Moldova-KIV Air Moldova	mfd rgd	14nov75 12apr94	
42220	CCCP-65898 RA-65898 RA-65898	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk Al	mfd LED trf	25nov75 15jun93 22feb94	
42225	CCCP-65899 RA-65899 RA-65899	Tu-134A Tu-134A Tu-134A	AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd DME trf	29nov75 11jul94 31aug94	
42230	CCCP-65000 CCCP-65000	Tu-134A Tu-134A	AFL/Latvia-RIX AFL/Komi-SCW	mfd trf	12dec75 14apr81	
42235	CCCP-65001(1) CCCP-65001(1) CCCP-65001(1)	Tu-134A Tu-134A Tu-134A	AFL/Georgia-TBS AFL/Georgia-SUI Sukhumi Avn Ent.	mfd trf ph.	08dec75 1990s 23sep93	
44020	CCCP-65002 CCCP-65002 RA-65002 RA-65002 RA-65002	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Latvia AFL/Uralis-IJK Aeroflot Izhavia Aeroflot c/s, n/t	mfd trf LED trf LED	26dec75 12dec80 18sep93 29aug95 10jul98	
	no reg	Tu-134A-3	UdmurtNefteProdukt	IJK	16aug07	l/n as such SVO 24apr02; not in Izhavia fleet list dec00, but was still on charge later; seen stored at IJK 09feb07, in all-white c/s, no titles; officially wfu in 2009, see next line in white c/s with blue trim and company logo on fin; with 'UdmurtNefteProdukt' (a local oil company) titles; preserved at the 'AZS-Servis' petrol station (N56.829594 E53.438484) at Krylatskoye near Izhevsk airport since 22jun07; l/n sep11; seen 13feb12 with additional "Frolof K.V." titles on the nose; l/n may13; no longer visible on GE by 12sep14 line # 33-02 ?; rgd 19jan76; f/n ALA 23apr84 l/n IST 06nov97, not operated by Tajik Air l/n SHJ 20dec00 in full new colours, but no titles; reported again ALA 08sep03 and FRU nov04 with titles; still in fleet list 01nov04; in fleet list oct07 as awaiting disposal line # 33-03; toc 1976; rgd 10mar77; photo sep77; seen LED 06may78 seen LED 02jul90 as Tu-134A-3; l/n LED 06sep92
44040	CCCP-65003 EY-65003 EY-65003	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Tajikistan-LBD Aeroflot c/s, n/t Tajik Air	toc DME SHJ	06jan76 16jun94 27jul00	
44060	CCCP-65004 CCCP-65004 RA-65004 RA-65004 RA-65004	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Akademiya GA AFL/Leningrad Aeroflot Pulkovo Avia Pulkovo Avia	mfd trf AMS trf PRG	25feb76 28jun83 30dec92 22nov94 24aug97	l/n AMS 06apr97, in Aeroflot c/s and titles dbr LED 08jan02, during routine maintenance and was decommissioned; still current on Russian register mar03; seen stored LED sep02/oct06 line # 33-04; toc 23apr76; rgd 07may76; opb 235 OAO; f/n SXF 10nov76; l/n VKO 18jun77
44065	CCCP-65005 CCCP-65005 CCCP-65005 RA-65005 RA-65005 RA-65005 RA-65005 RA-65005	Tu-134AK Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Tyumen-TJM AFL/Komi-SCW Aeroflot Komiinteravia RusAir UTair	mfd trf trf SVO trf SVO trf mfd	20apr76 07jul79 02apr86 01sep93 22feb94 dec98 27may04	l/n SVO 04apr91, Tu-134A-3 by this date f/n SVO sep97; l/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 Isf Komiinteravia; l/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3 l/n SCW jun/jul94, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
44080	CCCP-65006 CCCP-65006 CCCP-65007	Tu-134A Tu-134A-3 Tu-134A	AFL/Komi-SCW Komiavia AFL/Privolzhsk-GOJ	mfd trf mfd	31jan76 22feb94 31jan76	

	RA-65007	Tu-134A-3	Aeroflot	DME	20mar93	
	RA-65007	Tu-134A-3	Cheboksary Avn Ent	trf	12jan94	f/n DME 14may95, Aeroflot c/s and titles
	RA-65007	Tu-134A-3	Cheboksary Avn Ent	CSY	27aug97	in Aeroflot c/s, no titles; l/n CSY 27aug04, stored; soc 20sep05 as life-time expired
46105	CCCP-65008	Tu-134A	AFL/N.Kavkaz-VOG	toc	26feb76	line # 33-07; rgd 10mar76; f/n DME late77
	RA-65008	Tu-134A-3	Aeroflot	VOG	30aug93	l/n VOG 09aug01
	RA-65008	Tu-134A-3	Volga Airlines	rgd	22feb04	
	RA-65008	Tu-134A-3	Utair	VKO	11aug05	l/n LED 08sep06; still in fleet list 15nov07
46120	CCCP-65009	Tu-134A	Soviet Gvt/AFL c/s	mfd	19feb76	line # 33-08; toc 19feb76; rgd 01mar76; opb 235 OAO; f/n HEL 31jan77
	CCCP-65009	Tu-134A	AFL/Tyumen-TJM	trf	06may78	
	RA-65009	Tu-134A	Aeroflot	SVO	06may94	f/n TJM 14may95 as Tu-134A-3
	RA-65009	Tu-134A-3	Tyumen Airlines	trf	30nov94	f/n DME 29jun98; l/n TJM 09jul04; offered for sale on the Internet 16jun04 and again 18jan05; t/t 36.614 hours and 20.980 cycles by 18jan05; soc 22dec05 as life-time expired
46130	CCCP-65010	Tu-134A	Soviet Gvt/AFL c/s	mfd	30jun76	line # 33-09; toc 10apr76; rgd 20apr76; opb 235 OAO; f/n HEL 10feb77
	CCCP-65010	Tu-134A	AFL/Belarus-KGD	trf	28jun78	
	CCCP-65010	Tu-134A	AFL/Vnukovo	trf	10may90	
	RA-65010	Tu-134A	Aeroflot	VNO	04aug95	l/n DME 21aug99; seen MHP jun01 without prefix, on overhaul
	RA-65010	Tu-134A	Kaliningradavia	trf	21jan93	f/n DME 10aug01; l/n active DME 02sep04; wfu Zhukovski, l/n aug05/aug06
	RA-65010	Tu-134A	Kosmos	VKO	17jun07	named 'Yelena'; already reported in technical inspection document 07may04, see previous line; l/n VKO 23jun13
46140	CCCP-65011	Tu-134A	AFL/Belarus-MHP	toc	27feb76	line # 33-10; rgd 10mar76; f/n MHP 02may76
	CCCP-65011	Tu-134A	AFL/Belarus-KGD	trf	06jan78	reported in an incident report at SVO 11feb87
	CCCP-65011	Tu-134A	AFL/Vnukovo	trf	10may90	
	RA-65011	Tu-134A	Aeroflot	DUS	08may93	
	RA-65011	Tu-134A	Kaliningradavia	trf	20jan95	seen GRO 08aug98, still as Tu-134A; l/n DME 17jun99
	RA-65011	Tu-134A-3	Kaliningradavia	VKO	18jun02	carried additional small 'Aeroflot Russian International Airlines' titles; l/n active VKO 21aug02; rgd to EDAS
46155	DM-SDG	Tu-134AK	EGAF/Interflug c/s	mfd	22feb76	Trey ZAO (affiliated with KD avia) 06mar03; stored at KGD, f/n autumn 2005, l/n sep11; seen feb14 with 'Spasop Trenazhoræ titles (Rescue Operations Trainer); l/n jan16
	186	Tu-134AK	East German AF	rgd	22feb80	line # 34-01; rgd 13mar76
	DDR-SDG	Tu-134AK	Interflug	ret	15feb88	used call-sign Y4-186; seen SXF 11mar85
	D-AOBQ	Tu-134AK	Interflug	rgd	03oct90	f/n AMS 08jan90; l/n DUS 07sep90
	CCCP-65609(2)	Tu-134AK	Interflug	SXF	19aug91	f/n SXF 04oct90; l/n AMS 30dec90
	RA-65609(2)	Tu-134AK	Harco Air	PRG	1993	with Soviet flag; rgd 11jul91 to Komiavia; d/d 21aug91; see c/n 7350201
	RA-65609(2)	Tu-134AK	Komiavia	trf	22feb94	in basic ex Interflug c/s
	RA-65609(2)	Tu-134AK	Harka Air	PRG	25mar94	in basic ex Interflug c/s; lsf from Komiavia; photo SVO 1995
	RA-65609(2)	Tu-134AK	Komiavia	DXB	08oct96	l/n IST 17jul98; reported for Komiinteravia; l/n seen VKO 19aug99, titles not reported
	RA-65609(2)	Tu-134AK	TyumenAviaTrans	VKO	11sep00	l/n VKO 18feb02; leased from Komiinteravia
	RA-65609(2)	Tu-134AK	Utair	rgd	29jan03	l/n SGC 25aug03 as Tu-134A; Tu-134A-3 since at least 2005; l/n VKO may10; photo KRR 08jun10, titles not visible
46175	RA-65609(2)	Tu-134AK	Utair Express	ROV	29jan11	l/n SCW dec11/aug13 stored; broken up at SCW nov14
	CCCP-65012	Tu-134A	AFL/Tyumen-TJM	mfd	03mar76	line # 34-02; toc 11mar76; rgd 29mar76
	RA-65012	Tu-134A	Aeroflot	DME	04feb94	l/n TJM 15may95
	RA-65012	Tu-134A	Tyumen Airlines	trf	29aug95	
	RA-65012	Tu-134A	Aeroflot c/s, n/t	ROV	19jun99	l/n TJM jul00/oct14 (N57.187612 E65.33818), derelict with titles, CCCP- prefix bleeding through; offered
46180	CCCP-65013	Tu-134A	AFL/Ukraine-HRK	mfd	04mar76	for sale on the internet 16jun04; soc 13nov04 as life-time expired
	CCCP-65013	Tu-134A	AFL/Tajikistan	trf	11jun87	line # 34-03; toc 09mar76; rgd 30mar76
46200	CCCP-65014	Tu-134A	AFL/N.Kavkaz-ROV	mfd	01mar76	f/n ALA 22sep87; soc 25dec87 as life-time expired
	CCCP-65014	Tu-134A	AFL/N.Kavkaz-GRV	trf	1984	line # 34-04; toc 25mar76; rgd 16apr76; f/n VKO 18jun77
	65014	Tu-134A-3	STIGL	MHP	09sep93	l/n VKO 16jul94; destroyed in an air raid by Russian AF Su-25s at Grozny-Severny 24nov94, registration
46300	DM-SDH	Tu-134AK	MFS/Interflug c/s	mfd	20mar76	readable on TASS photo; canx but date unknown; soc by 01jan01
	DDR-SDH	Tu-134AK	MFS/Interflug c/s	rgd	04jun81	line # 34-05; rgd 20mar76; f/n LGW 01jun77; l/n SXF 30apr80
	D-AOBR	Tu-134AK	Interflug			l/n SXF 20oct90, see line below
	CCCP-65606(2)	Tu-134AK	AFL/Komi-SCW	no	reports	allocated but registration not taken up
	RA-65606(2)	Tu-134AK	Aeroflot	AMS	08dec92	ferried SXF-MHP for rework 21dec90; rgd 25apr91 to Komiavia; overhaul completed in 1992; see c/n
	RA-65606(2)	Tu-134AK	Komiavia	trf	unknown	6350103
	RA-65606(2)	Tu-134AK	Yukosavia	SCW	late 96	on charge as of 01jan93
	RA-65606(2)	Tu-134AK	Komiavia	ZIA	20aug99	in basic ex Aeroflot c/s with titles
	RA-65606(2)	Tu-134AK	Komiinteravia	rgd	20jan00	
	RA-65606(2)	Tu-134A-3	Tupolev Des.Bureau	rgd	02aug04	f/n LUX 17apr00; l/n SVO 29jun04
	65606(2)	Tu-134A-3	Tupolev Des.Bureau	Zuk	aug09	Tu-134A-3 since at least aug05; opb Gromov Air; f/n VKO 26aug04; l/n ZIA 26aug07
						l/n ZIA 09aug13; seen ZIA aug15 painted in false markings for a film, the port side painted in white/red and yellow c/s with 'LodAir' titles and with fake serial 'JI-78040, the starboard side in white c/s with blue emblem on the tail and fuselage with 'LegRang' titles and with fake serial 'LI-197324', retained the original
						small red xheatline on each side
48320	DM-SCX	Tu-134A	Interflug	mfd	31mar76	line # 34-06; rgd 02apr76; seen HEL 22apr78; l/n LGW 22dec80
	DDR-SCX	Tu-134A	Interflug	rgd	19may81	
	D-AOBL	Tu-134A	Interflug	rgd	03oct90	l/n SXF 14sep91
	CCCP-65621(2)	Tu-134A	Komiavia	rgd	11jul91	see c/n 8350404
	CCCP-65621(2)	Tu-134A	Harco Air	LOS	23may92	leased from Komiavia
	RA-65621(2)	Tu-134A	Harco Air	PRG	24oct92	leased from Komiavia
	RA-65621(2)	Tu-134A	Aeroflot	SVO	01sep93	f/n SVO 11may96 as Tu-134A-3; l/n VKO 16apr97
	RA-65621(2)	Tu-134A	Aeroflot c/s, n/t	VKO	01jul98	ltd to SAAK Stavropol Avia 23sep99 and seen STW 23jul99
	RA-65621(2)	Tu-134A	Komiinteravia	rgd	06dec01	in basic Aeroflot c/s; l/n VKO 02jan02
	RA-65621(2)	Tu-134A	TyumenAviaTrans	VKO	17apr02	in basic Aeroflot c/s with titles; l/n VKO 21aug02
	RA-65621(2)	Tu-134A	Utair	rgd	06mar03	l/n SGC 25aug03 as Tu-134A; Tu-134A-3 by jun05; l/n LED 28may10
	RA-65621(2)	Tu-134A	Utair Express	UCT	01oct10	l/n VKO 21mar12; seen SCW 04jul12/23feb13, parked; in the process of being broken up 19may14
48325	CCCP-65015	Tu-134A	AFL/Privolzhsk-REN	toc	06apr76	line # 34-07; rgd 28apr76; f/n DME late77
	CCCP-65015	Tu-134A	AFL/Privolzhsk-KZN	trf	1979	
	CCCP-65015	Tu-134A	AFL/Privolzhsk-CSY	trf	1987	
	RA-65015	Tu-134A-3	Cheboksary Avn Ent	trf	12jan94	seen as Tu-134A-3 LED 07apr91; l/n DME 16aug92
	RA-65015	Tu-134A-3	Cheboksary Avn Ent	DME	25aug95	f/n DME 04may94, in Aeroflot c/s and titles
48340	CCCP-65016	Tu-134A	AFL/Latvia	mfd	31mar76	in Aeroflot c/s, no titles; l/n CSY 27aug97; soc 09mar99 as life-time expired; canx 15mar99
	CCCP-65016	Tu-134A	AFL/N.Kavkaz-ROV	trf	17dec80	line # 34-08; toc 02apr76; rgd 21may76; f/n sep80
	RA-65016	Tu-134A-3	Aeroflot	VKO	03sep93	l/n VKO 23sep92, as Tu-134A-3
	RA-65016	Tu-134A-3	Donavia, n/t	trf	25nov93	
48360	CCCP-65017	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31may76	basic AFL c/s; f/n ROV 13may96; seen operational ROV feb98; l/n ROV aug01, wfu without engines
	CCCP-65017	Tu-134AK	AFL/Tyumen-TJM	trf	14mar80	line # 34-09; toc 08jun76; rgd 29jun76; opb 235 OAO; f/n HEL 17sep78
	RA-65017	Tu-134AK	Aeroflot	SVO	06may94	
	RA-65017	Tu-134A-3	Tyumen Airlines	trf	31aug94	
48365	CCCP-65018	Tu-134A	AFL/N.Kavkaz-VOG	toc	23apr76	f/n STR 05mar95; seen TJM jul00/jul04, derelict; not in fleet list 27oct00; soc 22dec05 as life-time expired
	CCCP-65018	Tu-134A	AFL/Ulyanovsk HFS	trf	23nov88	line # 34-10; rgd 25may76; f/n at a Moscow airfield 1979
	RA-65018	Tu-134A	AFL/Ulyanovsk HFS	ULY	31aug93	l/n ULY 09sep92
63 48370	YU-AJS	Tu-134A	Aviogenex	d/d	early76	soc and canx 05feb96 as life-time expired; l/n ULY 17aug99, titles not reported; stored ULY, not not seen
48375	CCCP-65019	Tu-134A	AFL/Belarus-MHP	mfd	27apr76	line # 35-01; f/n LGW 29apr76; l/n STN 30mar77; crashed on landing Libreville 02apr77
	CCCP-65019	Tu-134A	AFL/Belarus-KGD	trf	30dec76	line # 35-02; toc 29apr76; rgd 27may76
	CCCP-65019	Tu-134A	AFL/Moscow-VKO	trf	10may90	first Kaliningrad based Tu-134
	RA-65019	Tu-134A	Aeroflot	VKO	08sep93	f/n VKO 20aug92
	RA-65019	Tu-134A	Aeroflot c/s, n/t	VKO	01sep97	l/n VKO 21may96
	RA-65019	Tu-134A	Kaliningradavia	trf	21jan93	l/n KBP 03jul99
	RA-65019	Tu-134A	Volga Aviaexpress	DME	25jun05	f/n DME 13aug03; l/n LED mar04
	RA-65019	Tu-134A	no titles	DME	05jul07	in basic Kaliningradavia c/s; offered for sale on the internet 29mar05 but apparently not sold; seen VKO
	RA-65019	Tu-134A-3	no titles	DME	may09	25jun06 with additional small 'Aeroflot-Don' titles
48380	CCCP-65020	Tu-134A	AFL/Ukraine	mfd	28apr76	in basic Kaliningradavia c/s; l/n DME 31aug08
	CCCP-65020	Tu-134A	AFL/Leningrad	trf	28jun79	in basic Kaliningradavia c/s; seen VOG 28mar12, wfu; scrapped at VOG may12, tail cut off 16may12
	RA-65020	Tu-134A-3	Aeroflot	r/r	10nov92	line # 35-03; toc 03may76; rgd 24may76
	RA-65020	Tu-134A-3	Pulkovo Avia	trf	22nov94	f/n HEL 04apr80; l/n LED 18apr92
						l/n DUB 25oct93
						l/n LED 01dec98, in Aeroflot c/s and titles, wfu; soc 03nov98 as life-time expired; no longer present by
48390	CCCP-65021	Tu-134AK	Soviet Gvt/AFL c/s	mfd	04may76	jan99, broken up ?; canx 17mar99
	CCCP-65021	Tu-134AK	AFL/Privolzhsk-KZN	trf	05jan80	line # 35-04; c/n given in MGA document as 48381 which is incorrect; toc 10jun76; rgd 05jul76; opb 235
	CCCP-65021	Tu-134AK	AFL/Privolzhsk-KUF	trf	1982	OAO at VKO; l/n LHR 28nov76; l/n SOF 14sep78
	CCCP-65021	Tu-134AK	AFL/Privolzhsk-GOJ	trf	1982	
	CCCP-65021	Tu-134AK	AFL/Privolzhsk-CSY	trf	1992	
	RA-65021	Tu-134AK	Cheboksary Avn Ent	trf	12jan94	seen MHP 10jul94, in full Aeroflot c/s and titles; l/n MHP 13may96, as such; f/n DME 25aug97 in full c/s;
	RA-65021	Tu-134AK	Tatarstan	KZN	02apr99	l/n IST 13jul98
	RA-65021	Tu-134AK	ex Tatarstan c/s	VKO	16aug01	l/n PRG 18oct99
	RA-65021	Tu-134AK	Karat	VKO	05sep01	overpainted former 'Tatarstan' titles still visible; l/n VKO 19aug01
	RA-65021	Tu-134AK	Cheboksary Avn.Ent	rgd	18aug04	leased from Cheboksary Aviation Enterprise; l/n ROV 10aug02
	RA-65021	Tu-134AK	Volga Aviaexpress	DME	20mar05	l/n DME 08nov04, titles not reported
						l/n VKO 03jul05

	RA-65021	Tu-134AK	UTair	VKO	ju105	initially in basic Volga Aviaexpress c/s with white tail and small 'UTair' titles on the lower fuselage behind the nose; repainted in full c/s, f/n as such DME 18apr06; l/n GOJ 01feb07; w/o 17mar07 on the leg from Surgut to Samara of a flight from Surgut to Belgorod when the crew tried to land at Samara-Kurumoch in below-minima weather conditions (low clouds and fog) of which they had not been informed, the aircraft deviated from the glide path, the decision to go around was taken too late, the aircraft touched down with more than 3.5 g 305 metres before the runway threshold and 100 metres to the right of the runway's extended centreline, broke up and came to rest upside down, 6 of the 50 passengers killed and 34 injured plus 4 of the 7 crew injured; t/t 35,154 hours and 22,611 cycles line # 35-05; toc 25may76; rgd 18jun76; f/n LED 19aug82 full Aeroflot c/s with 'Aeroflot' titles l/n TLL 09sep93; restored 04oct94, seen FRA 09feb96 l/n RKT 10feb08; not in Tajik Air fleet list oct07; seen LBD 20aug12/26aug16, stored line # 35-06 ?; f/n LHR 26jun76 wfu 31jul94; canx 09dec96, removed from WAW 13dec97 to Wroclaw LZN technical School, scrapped aug/sep02
48395	CCCP-65022 ES-AAE ES-AAE EY-65022	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Estonia-TLL Estonian/AFL c/s Estonian Air Tajikistan Al	mfd TLL TLL DME	19may76 08may93 27aug93 07jul98	
48400	SP-LHD SP-LHD	Tu-134A Tu-134A	LOT LOT c/s, n/t	rgd WAW	10jun76 07jul95	
48405	SP-LHE SP-LHE	Tu-134A Tu-134A	LOT LOT c/s, n/t	rgd WAW	03jun76 07jul95	line # 35-07 ?; f/n LHR 07aug76 wfu 05nov93; canx 09dec96; removed from WAW 15mar98 to Lodz- Lublinek museum (N51.721094 E19.409519) and preserved there; l/n sep04/jul15; seen jun16, dismantled line # 35-08; toc 03jun76; rgd 15jul76; f/n sep77; l/n VNO feb90 with Lithuanian flag; Tu-134A-3 since at least aug93; CofA expired 21dec96; l/n KBP 24apr97; sold to Ukraine jul97 l/n PRG 21oct97 owned by Ukrayina-LAN; based at KBP; seen KBP may04, wfu without engines; canx 13aug08; l/n sep08; to be scrapped line # 35-09; toc 25jun76; rgd 22jul76; f/n HEL 24jul76; carried additional 'Official Olympic Carrier' titles by jul78
48415	CCCP-65023 LY-ABB	Tu-134A Tu-134A-3	AFL/Lithuania-VNO Aeroflot c/s, n/t	mfd SVO	31may76 14may93	
48420	UR-65023 UR-65023	Tu-134A-3 Tu-134A-3	Transago Prestige Avia	DME TAT	20aug97 04feb98	
	CCCP-65024 CCCP-65024 RA-65024 RA-65024 RA-65024 RA-65024	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/International AFL/Privolzhsk-KUF AFL/Privolzhsk-CSY Aeroflot Daghestan Airlines Aeroflot c/s, n/t Karat	mfd trf trf OVV Isd ROV VKO	16jun76 10jan80 unknown 21apr93 30apr95 21jul01 28jun02	l/n DME 23sep94 leased from Cheboksary Aviation Enterprise and 13aug01 wfu; RA- faded and CCCP- visible l/n SVO 20may05; all-white with titles and logo; leased from Cheboksary Aviation Enterprise 25jun02/01nov04 l/n VKO 18mar10 l/n GOJ 22aug11; seen SCW mar12/jul13, stored; broken up by 31oct14 line # 35-10; in ex-Aeroflot VIP c/s, dbr in landing Hanoi 17feb88 and l/n there in old Hàng Không Vietnam c/s sep02 and gone by jan04 line # 36-01; toc 23jun76; rgd 16jul76; f/n SVO early78; l/n ULY 09sep92 in Aeroflot c/s and titles; f/n DME 21may94; l/n TJM 27jul00, temporarily wfu; not in fleet list 27oct00
63 48430	RA-65024 VN-A108	Tu-134A Tu-134A Tu-134AK	UTair UTair Express Hàng Không Vietnam	DME VKO SVO	18jun05 18jul10 22jul77	
48450	CCCP-65025 RA-65025 UN-65025 65025 RA-65025	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Tyumen-TJM Tyumen Airlines not reported Kazakh Air Force Tyumen Airlines	mfd trf ALA ALA rgd	22jun76 31aug94 26may02 06aug02 17sep02	l/n ALA 03sep02; in Aeroflot c/s, no titles and Kazakh flag on the fin l/n TJM 25aug03; offered for sale on the internet 16jun04 and again 18jan05; t/t 39,416 hours and 23,217.5 cycles by 18jan05; soc 22dec05 as life-time expired line # 36-02; on charge as of 01jul76; rgd 15nov76; f/n 31may89
48470	CCCP-65026 RA-65026 RA-65026	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-UFA Aeroflot Bashkirian Al	mfd UFA UFA	24jun76 10jul93 30jun94	f/n DME 23aug97; l/n UFA 18aug99, wfu, but still in fleet list 31dec00; canx 03sep02; soc 18oct02 as life-time expired line # 36-03; toc 02jul76; rgd 22jul76; f/n HEL 29jul76, carried additional 'Official Olympic Carrier' titles; photo SVO may79
48485	CCCP-65027 CCCP-65027 CCCP-65027 RA-65027 RA-65027 RA-65027	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/International AFL/Belarus-MHP AFL/Belarus-KGD Vnukovo AP Aeroflot Kaliningradavia Kaliningradavia	mfd trf trf trf DUS trf VKO	30jun76 04dec79 1982 10may90 17jul93 20jan95 20sep00	l/n LED 09jul98 l/n operational DME 26sep04; for sale on the Internet since 12apr05; at MHP may05/jul15, wfu in ARZ-407, tail engines and outer wings removed line # 36-04; toc 27jul76; rgd 10aug76; opb 235 OAO; f/n DUS 25may77
48490	CCCP-65028 CCCP-65028 CCCP-65028 CCCP-65028 RA-65028	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A-3	Soviet Gvt/AFL c/s AFL/Urals-UFA AFL/Privolzhsk-KUF Bashkirian Al Bashkirian Al	mfd trf trf trf trf	14jul76 23may80 27jul91 01jul92 30jun94	f/n DME 21may94; l/n UFA operational 26jan03; offered for sale in non-airworthy condition 15nov08, for some C 10,000; l/n UFA may10, wfu; see Ufa city (N54.854465 E56.117072) wings and tail separated seemingly awaiting to be re-built, jun12/may13 line # 36-05; toc 20jul76; rgd 13aug76; f/n SVO 29aug88; l/n SVO 11sep92 f/n SCW 10jun94, Aeroflot c/s and titles; not in 1999 fleet list; l/n SCW 24aug03; not seen jul05, possibly broken up line # 36-06; toc 20jul76; rgd 11aug76; f/n DUS 07feb77; reported in an incident report at GRV 03dec87 trf to STIGL in early 1990s; l/n VKO 16jun94 in basic Aeroflot c/s, photo proof of titles; destroyed in an air raid by Russian Air Force Su-25s at Grozny-Severny 24nov94; '6503' readable on photo of the wreckage, since 65039 escaped destruction, this is the only possible candidate; soc by 01jan01 line # 36-07; toc 29jul76; rgd 25aug76; w/o 22mar79 on a cargo flight from Omsk via Gorki to Liepaja, carrying electronic components, when the fixation mounts (installed by the maintenance base at Riga airport without knowledge of OKB Tupolev) broke and the cargo got displaced, changing the centre of gravity of the aircraft while it was on finals to Liepaja at night in bad weather, the aircraft dropped below the glide path and collided with trees 1,690 m from the runway threshold and 155 m to the right of its extended centre-line, eventually hit a railway embankment, broke apart and caught fire; 4 of 5 crew killed (only the flight engineer survived); t/t 5,838 hours and 3,894 cycles; soc 10may79 line # 36-08; rgd 27aug76; on charge as of 01oct76; opb 282 LO; l/n SVO 21dec76; damaged 20sep85 when overrun the runway on landing at Orenburg and suffered structural damage; repaired; soc 12oct86 as life-time expired; l/n REN 22apr97 derelict; canx 12oct89 according to Soviet register line # 36-09; toc 02aug76; rgd 25aug76; f/n VKO 11aug80
48500	CCCP-65029 RA-65029	Tu-134A Tu-134A	AFL/Komi-SCW Komiavia	mfd trf	15jul76 22feb94	seen LED 06sep92 as Tu-134A-3; l/n SVX 25sep92 seen IST 14apr97, Aeroflot c/s, no titles; l/n IST may98 photo exists with small titles above thin red/blue cheatlines f/n DME 17jul02; l/n DME 17aug03
48520	CCCP-65030 65030 65030	Tu-134A Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-GRV Aeroflot c/s, n/t STIGL	mfd VKO VKO	15jul76 21may94 1994	l/n DME 07jul04; 'Chuvashiya Airlines' tail logos, 'Chuvashiya' titles on left-hand side, small 'Bashkirian Airlines' titles on right-hand side; leased from Cheboksary Aviation Enterprise since 24jun04 (Cheboksary is the capital of Chuvashiya) l/n AAQ 22jul10 l/n LED 11may11; seen SCW mar12/jun13, stored; broken up by 09nov14 line # 36-10; rgd 27aug76; seen LGW 27jun77
48530	CCCP-65031	Tu-134A	AFL/Latvia-RIX	mfd	27jul76	allocated but registration not taken up ferried SXF-MHP for rework 30dec90; rgd 25apr91 to Komiavia; overhaul completed in 1993; see c/n 6350104
48535	CCCP-65032	Tu-134A	AFL/Privolzhsk-UFA	mfd	27jul76	Isf Komiinteravia blue/green cheatline, blue tail l/n SVO 25apr04 Isf Komiinteravia; l/n LED 13jul10 seen LED 30jun12, active; reported opb Tsentr-Yug since mar15; l/n GOJ 05jul16; canx between 25mar16 and 21apr16; broken up GOJ 22jul16 line # 37-01; mfd also given as 12aug76; toc 13aug76; rgd 31aug76; f/n VKO 18jun77 in all-white c/s; l/n TLL 09sep93 in all-white c/s; leased to Air Transport Europe; l/n TAT 17jun95 in white c/s with green trim; named 'David'; l/n BTS 23jun00; sold to Tiramavia 18nov00 and left Slovakia the same day canx 01mar01 last overhaul completed in 2003; reportedly leased from Trans Cargo of Gibraltar; in white c/s with green trim, with titles; l/n VKO jul02 in white c/s with blue trim, with titles, carried a dolphin logo with 'Georgia' on the nose in white c/s with blue trim, with titles, carried a dolphin logo with 'Odessa' on the nose; additional 'AeroSvit' titles on the nose applied between late jun05 and sep06; all titles in English on the left side and in Cyrillic on the right side; l/n KBP 10jun06; ferried ODS-ARH 03jul06, possibly already with Russian registration painted up in full c/s at Bykovo aug06; f/n ARH 28nov06; l/n operational ARH 07nov09; CofA expired 12nov09; t/t 39,593 hours and 26,728 cycles; sat wfu at ARH, seen dec09/jun10 line # 37-02; toc 03sep76; rgd 21sep76; f/n AMS 02oct76; carried additional 'Official Olympic Carrier' titles in 1979
48540	CCCP-65033 CCCP-65033 CCCP-65033 RA-65033 RA-65033 RA-65033 RA-65033 RA-65033 RA-65033 RA-65033	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Latvia-RIX AFL/Privolzhsk-GOJ AFL/Privolzhsk-CSY Aeroflot Cheboksary Avn Ent Cheboksary Avn Ent Tatarstan Cheboksary Al Chuvashiya Al	mfd trf trf DME trf PRG rgd rgd OVV	20jul76 20aug80 1982 20mar93 21sep94 02aug00 17may01 23dec03 16jun04	
48560	RA-65033 RA-65033 DM-SDI DDR-SDI D-AOBS CCCP-65607(2)	Tu-134A-3 Tu-134A-3 Tu-134AK Tu-134AK Tu-134AK Tu-134AK	UTair UTair Express MFS/Interflug c/s MFS/Interflug c/s Interflug Interflug c/s	TJM AER mfd rgd no	26aug05 09oct10 12aug76 13apr81 reports	
63 48565	RA-65607(2) RA-65607(2) RA-65607(2) RA-65607(2) RA-65607(2) RA-65607(2) RA-65607(2)	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot Komiavia Uralinteravia Komiavia Komiinteravia UTair UTair Express	VKO toc MAN SVO SVO SVO VKO	21mar93 01jul93 10aug95 oct96 12jun01 20may05 08aug10	
	CCCP-65034 ES-AAF OM-GAT OM-GAT	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Estonia-TLL Estonian Air Estonian Air Air Transp Europe	mfd HEL PRG TAT	02aug76 01jun92 31may95 31jan96	
	ER-TCH UR-BZY	Tu-134A Tu-134A	Tiramavia South Airlines	rgd ODS	15nov00 30aug01	
	UR-BZY UR-BZY	Tu-134A-3 Tu-134A-3	Air Bisc South Airlines	VKO SAW	may04 09mar05	
	RA-65034	Tu-134A-3	Aeroflot-Nord	rgd	05oct06	
48590	CCCP-65035 CCCP-65035	Tu-134A Tu-134A	AFL/International AFL/Urals-PEE	mfd trf	30aug76 17jan80	

	RA-65035	Tu-134A	Aeroflot	DME	06sep93	
	RA-65035	Tu-134A	Kirov Air	trf	18apr94	f/n as a Tu-134A-3 SXF jun97
	RA-65035	Tu-134A-3	Primair	DME	10jul00	leased from Kirov Air; l/n DME 18aug02; still reported as such in an incident report at KUF 10oct02
	RA-65035	Tu-134A-3	Rusline	DME	11jul03	leased from Kirov Air; f/n SVO 19aug03; l/n LWO 30sep06; offered for sale by Kirov Air 29nov08; seen parked on the grass KUF may07/nov10 and broken up by 2014
63 48700	CCCP-65036(1)	Tu-134A	AFL/International	mfd	27aug76	line # 37-03; already f/n SVO 07aug76; toc 07sep76; rgd 21sep76; also see c/n 61033, with the same fake registration
	CCCP-65036(1)	Tu-134A	AFL/Moldova-KIV	trf	18aug79	canx but date unknown
	CCCP-65036(1)	Tu-134A	Air Moldova	VKO	19aug92	f/n VIE 05may94; undershot runway KIV 21nov97 but repaired; l/n KIV 21sep03, wfu; current on register mar04; earmarked for display in 2004; repainted in new Air Moldova c/s in 2005; canx 23aug05; again repainted in all-white c/s without titles early sep05
	ER-65036(1)	Tu-134A-3	Air Moldova	rgd	29mar94	displayed in front of Chinua terminal (N46.936891 E28.932907), interior and engines removed, lifted in place by Mi-26 ER-MCV 11sep05 and cranes following days, monument officially opened 17sep05; l/n mar16
	no reg	Tu-134A-3	Moldova	KIV	09sep05	line # 37-04; on charge as of 01oct76; rgd 06oct76; f/n VKO 18jun77
48850	CCCP-65037	Tu-134A	AFL/Ukraine-HRK	mfd	17sep76	f/n HRK 15jul93; opb Avialiniyi Kharkova; sat wfu at HRK; canx 13aug08; l/n HRK 03jun09, resting on its tail
	UR-65037	Tu-134A-3	Avialini. Ukrayiny	rgd	22jan93	line # 37-05; toc 14oct76; rgd 01nov76; f/n BRU 27nov76; carried additional 'Official Olympic Carrier' titles
48950	CCCP-65038	Tu-134A	AFL/International	mfd	30sep76	
	CCCP-65038	Tu-134A	AFL/Tyumen-TJM	trf	21sep79	l/n PRG 18aug94
	RA-65038	Tu-134A	Aeroflot	SVO	04may94	f/n STR 19nov94, in Aeroflot c/s and titles; seen SXF 07dec94, in basic Aeroflot c/s; seen HAJ jan00 in full c/s; photo as Tu-134A-3 exists; l/n active DME 19aug02; offered for sale on the internet 16jun04/18jan05 with t/t 44,989 hours and 24,634 cycles, but not sold; sat wfu in ARZ-407 at MHP mar03/may08 as Tyumen Airlines did not have the money for an overhaul and eventually lost ownership of the aircraft to ARZ-407; transported on 4 trailers to Minsk-Borovaya 29/30apr10; l/n Minsk-Borovaya 30may10
	RA-65038	Tu-134A	Tyumen Airlines	trf	31aug94	repaired in its original c/s; preserved in the museum at Minsk-Borovaya (N53.96246 E27.651189), l/n SEP16jul15
49020	CCCP-65038	Tu-134A	Aeroflot	Msb	08aug10	line # 37-06; equipped with a "Karpaty-S" HF communications suite (characterised by a fat dorsal fairing running all the way to the fin); initially opb 7 ae 10 okbon at Chkalovski; trf to 1 ae 353 apn at Chkalovski dec81; reserve personal aircraft of the Soviet Minister of Defence, Marshall D.F. Ustinov; l/n Spenberg 03jun77; l/n ARN 28sep88
	CCCP-65680	Tu-134AK	Soviet AF/AFL c/s	mfd	02dec76	l/n with HF ARN 22jun89; f/n without HF and as Tu-134A-3 CKL 09apr92; l/n Spenberg 23mar94
	"680" black	Tu-134AK	Soviet Air Force	CPH	22feb89	opb 8 adon at Chkalovski; in basic Aeroflot c/s with blue engines and lower tail, initially no titles; f/n CKL 20jul97; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossi" titles on fin KBP 14apr11; l/n Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door
	RA-65680	Tu-134A-3	Russian Air Force	rgd	28apr94	line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77
49080	CCCP-65039	Tu-134A	AFL/N.Kavkaz-ROV	mfd	18oct76	seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996
	CCCP-65039	Tu-134A	AFL/N.Kavkaz-MRV	trf	01sep81	dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.599399 E32.557096); l/n KRT nov12/mar16, as such
	CCCP-65039	Tu-134A	AFL/N.Kavkaz-GRV	trf	1984	line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; CoFA expired 03sep93; l/n VNO 10sep93
	65039	Tu-134A-3	STIGL ?	KRT	05feb02	outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with 'Bashkortostan' titles; trf given as 01nov94 in MGA document; f/n ZRH 12aug95; l/n BUD sep98
63 49100	CCCP-65040	Tu-134A	AFL/Lithuania-VNO	mfd	21oct76	reconverted to a 76-seater and repainted in standard Bashkirian Airlines c/s, reportedly in 2001 but photo in mid-2000 !; l/n DME 20aug05; photo UFA feb06, stored; offered for sale in non-airworthy condition 15nov08, for some Ç 10,000; seen UFA 06jun14 (N54.564919 E55.892231), resting on concrete blocks; l/n aug15
	LY-ABC	Tu-134A	Aeroflot c/s, n/t	LED	07sep92	line # 37-09; rgd 17dec76
	RA-65040	Tu-134A	Bashkirian Gvt	trf	30jun94	f/n VKO 11aug80
	RA-65040	Tu-134A	Bashkirian AI	HAJ	01jul00	transferred to Riga Research Institute, by this date; and soc 30oct87
49200	CCCP-65041	Tu-134A	AFL/Latvia	toc	02dec76	line # 37-10; toc 15dec76; rgd 20dec76; opb 235 OAO
	CCCP-65041	Tu-134A	AFL/Central Region	trf	29aug80	MGA document gives trf as 01jan85; f/n LGW 08jun85; l/n AMS may92
	CCCP-65041	Tu-134A	AFL/GosNII GA	trf	01jan86	l/n AMS 17may98
49350	CCCP-65042	Tu-134AK	Soviet Gvt/AFL c/s	mfd	26nov76	f/n AMS 01jul98; seen LED nov05/apr07, wfu; broken up at LED around 27apr07
	CCCP-65042	Tu-134AK	AFL/Belarus	trf	07jun79	line # 38-01; toc 27dec76; rgd 29mar77; f/n DME early78
	CCCP-65042	Tu-134AK	AFL/Northern-LED	trf	22nov84	f/n VKO 11mar96
	RA-65042	Tu-134A-3	Aeroflot	AMS	16dec92	lsf Nizhni Novgorod Airlines; photo exists SVO 1999 with titles
	RA-65042	Tu-134A-3	Pulkovo Avia	trf	22nov94	rgd 03jul02 to Rostov-na-Donu ARZ-412
49400	CCCP-65043	Tu-134A	AFL/Privolzhsk-GOJ	mfd	14dec76	l/n LED 26jun03; l/n as such SVO 07jul03
	RA-65043	Tu-134A	Aeroflot	DME	20mar93	only carries logo of bankrupt Volga-Avia on fin; l/n SVO 28jul04, as such
	RA-65043	Tu-134A	Nizhni Novgorod AI	trf	25nov93	photo with these titles and still as Tu-134A, sole report as Primair
	RA-65043	Tu-134A	Yukosavia	SVO	feb98	in basic Aeroflot c/s, no titles, only carried logo of bankrupt Volga-Avia on fin; l/n active SVO 26oct08; returned to GOJ in autumn 2008; sat wfu at GOJ (N56.215500 E43.789119), being slowly cannibalised, l/n 01feb12; transported by Mi-26 as underslung load 02feb12 to Lyskovo
	RA-65043	Tu-134A	all-white c/s, n/t	GOJ	04aug01	line # 38-02; toc 28dec76; f/n SVO 04jan77; rgd 06jan77
	RA-65043	Tu-134A	Volga Avia	rgd	10jun03	slowly broken up by ARZ-412 at ROV, seen apr05/may07; l/n jun08 without tail
	RA-65043	Tu-134A	no titles	LED	19aug03	line # 38-03; toc 14feb77; rgd 02mar77; opb 235 OAO; in Aeroflot c/s
	RA-65043	Tu-134A	Primair	SVO	12jan05	opb mil. unit 2450; f/n SXF 26may78
	RA-65043	Tu-134A-3	Aeroflot-Nord	SVO	17aug05	via 235 OAO (on paper); l/n MHP 06jul95, on overhaul
49450	CCCP-65044	Tu-134A	AFL/International	mfd	20dec76	f/n VKO 12may96; not in 1998 fleet list
	CCCP-65044	Tu-134A	AFL/Armenia-EVN	trf	10jan80	l/n VKO 06sep00, logo only, no titles, big G on fin
	65044	Tu-134A-3	Armenian Airlines	SHJ	29apr93	full colours with titles; l/n DME 25aug02
	EK-65044	Tu-134A-3	Armenian Airlines	VKO	23may94	lsf Gazpromavia; in basic Gazprom c/s; l/n active DME 30oct09; returned to owner feb10 and stored at OSF since, l/n jun10/aug16; will probably not fly again
49500	CCCP-65045	Tu-134AK	Soviet Gvt/AFL c/s	mfd	27jan77	line # 38-04; toc 06jan77; rgd 09feb77; f/n SXF 10apr77
	CCCP-65045	Tu-134AK	KGB/Border Guards	trf	01sep77	l/n PEE 23aug95, in Aeroflot c/s and titles
	CCCP-65045	Tu-134AK	AFL/Privolzhsk-GOJ	trf	13mar81	l/n DME 11jul98
	RA-65045	Tu-134AK	Nizhni Novgor. AI	trf	25nov93	l/n LOS 09aug99; correct ?, see dates next line
	RA-65045	Tu-134AK	Gazpromavia	VKO	25aug97	leased from Permskiye Avialini; l/n LOS 09aug99; correct ?, see dates next line
	RA-65045	Tu-134A-3	Gazpromavia	OSF	10may01	l/n UFA 18aug99; confirmed, see previous line, probably just leased as not in fleet list 31dec00
	RA-65045	Tu-134A-3	Kolavia	DME	28jun03	full colour tail, white/grey fuselage with standard small titles; seen PEE (N57.913351 E56.008763) jun06/sep15, wfu
49550	CCCP-65046	Tu-134A	AFL/Ukraine	mfd	28dec76	line # 38-05; 'Salon' version; toc 27aug77; rgd 09sep77; f/n DME late77
	CCCP-65046	Tu-134A	AFL/Urals-PEE	trf	21oct77	l/n SVO 08apr91, in Aeroflot c/s
	RA-65046	Tu-134A-3	Aeroflot	LED	14jun93	Aeroflot c/s; seen STW aug96, opb Stavropol Avia; seen SVO apr97/aug99, engineless, no titles
	RA-65046	Tu-134A-3	Permskiye Avialin.	trf	30mar94	line # 38-06; on charge as of 01oct77; rgd 07oct77; f/n VKO 11aug80; seen SXF 06may92 as Tu-134A-3; l/n HEL aug91
	RA-65046	Tu-134A-3	Permskiye Avialin.	KUF	16sep97	with Aeroflot titles only and Soviet flag removed; l/n TXL 26dec92
	RA-65046	Tu-134A-3	Harka Air	LOS	17may99	f/n PRG feb93; l/n BUD jul98; seen KBP sep99/may04 derelict/wfu; canx 30dec03; not present may07
	RA-65046	Tu-134A-3	Bashkirian AI	UFA	13aug99	line # 38-07; f/n DMK 08apr78; glass nose
	RA-65046	Tu-134A-3	red tail, n/t	PEE	14aug01	f/n DMK 03dec90; seen DMK 10jan93 as Tu-134A-3; wfu end 1996; seen HAN mar99/sep02, wfu but gone by jan04; seen Hanoi-Tu Liem Police Training School (N21.040636 E105.75194) 23mar12/jul13
	RA-65046	Tu-134A-3	Bashkirian AI	PEE	24aug05	line # 38-08; toc 10feb77; rgd 02mar77; f/n HEL 07mar77
49600	CCCP-65047	Tu-134A	AFL/Ukraine	mfd	26aug77	
	CCCP-65047	Tu-134A	AFL/GosNII GA	trf	02oct78	
	RA-65047	Tu-134A	SVO Research Inst	SVO	19mar93	
	RA-65047	Tu-134A	Gromov Air	rgd	27jun01	
49750	CCCP-65048	Tu-134A	AFL/Ukraine-KBP	mfd	07sep77	
	CCCP-65048	Tu-134A-3	Avialini. Ukrayiny	VKO	11aug92	
	UR-65048	Tu-134A-3	Avialini. Ukrayiny	rgd	10jan93	
49752	VN-A106	Tu-134AK	Hàng Không Việt Nam	d/d	nov77	
	VN-A106	Tu-134A-3	Vietnam Airlines	fr.	1990	
49755	CCCP-65049	Tu-134A	AFL/Belarus-MHP	mfd	31jan77	
	CCCP-65049	Tu-134A	AFL/Belarus-KGD	trf	1983	
	CCCP-65049	Tu-134A	AFL/Belarus-MSQ	trf	09sep86	l/n MSQ 07sep93
	EW-65049	Tu-134A	Belavia	SVO	17jun94	
	EW-65049	Tu-134A	Gomelavia	PSA	08jul97	l/n SHJ 08nov97
	EW-65049	Tu-134A	Imair	DME	18nov98	l/n DME 21aug99; Azeri flag; leased from Gomelavia
	RA-65049	Tu-134A	Orenburg Airlines	REN	20sep02	
	RA-65049	Tu-134A	TyumenAviaTrans	DME	11dec02	
	RA-65049	Tu-134A	UTair	rgd	04dec02	f/n SVO 11jun03; l/n DME 11oct04
	RA-65049	Tu-134A	Orenburg Airlines	LED	03dec04	l/n DME 23feb05
	RA-65049	Tu-134A-3	UTair	LED	05jun05	old AFL c/s with UTair titles; standard UTair tail since at least apr06; l/n VKO 22sep07; still in fleet list 15nov07 but see next line !
	RA-65049	Tu-134A-3	Orenair	MHP	18mar08	in full c/s; already reported in technical inspection document 11apr07 and in fleet list 15jan08; l/n REN 01apr11; preserved in the Orenburg Aviation Museum which opened 17aug15; l/n jul16
49756	CCCP-65050	Tu-134A	AFL/International	mfd	23mar77	line # 38-09; toc 31mar77; rgd 14apr77; f/n PRG apr77; carried additional 'Official Olympic Carrier' titles
	CCCP-65050	Tu-134A	AFL/Moldova-KIV	trf	15jan80	
	CCCP-65050	Tu-134A-3	Air Moldova	VKO	05jun92	l/n VKO 16aug92
	ER-65050	Tu-134A-3	Air Moldova	rgd	05apr94	l/n KIV 20sep94; stored KIV (N46.933398 E28.926145), 'Aeroflot' titles and 'CCCP-' bleeding through old paint; l/n apr03/aug16; canx 12jun07
49758	CCCP-65051	Tu-134A	AFL/International	mfd	23mar77	line # 38-10; toc 08apr77; f/n AMS 23apr77; rgd 07jun77

	CCCP-65051	Tu-134A	AFL/Moldova-KIV	trf	22jan80	f/n VKO apr91 as Tu-134A-3
	CCCP-65051	Tu-134A-3	Air Moldova n/t	FRA	31mar93	in basic Aeroflot c/s, white tail; l/n FRA 14apr93
	ER-65051	Tu-134A-3	Air Moldova n/t	rgd	11mar94	was already f/n FRA 05may93 !
	ER-65051	Tu-134A-3	Kolkol Airlines	KIV	20sep94	lease fell through but still reported apr95
49760	ER-65051	Tu-134A-3	Air Moldova	VKO	02jun96	wfu KIV, CCCP- prefix readable on port side; l/n jul03/feb15; canx between 26jan15 and 14apr15
	CCCP-65681	Tu-134AK	Soviet AF/AFL c/s	mfd	27dec77	line # 39-01; VIP aircraft for 44 passengers, equipped with a "Karpaty-S" HF communications suite (characterised by a fat dorsal fairing running all the way to the fin); rgd 30jan78; initially opb 7 ae 10 okbon at Chkalovski; trf to 1 ae 353 apom at Chkalovski dec81; main personal aircraft of the Soviet Minister of Defence, Marshall D.F. Ustinov; f/n Spenberg 22jan79; l/n SXF sep80
	"681" black	Tu-134AK	Soviet Air Force	LED	05may89	l/n with HF LHR 28sep90; f/n without HF and as a Tu-134A-3 STR sep92; l/n Spenberg 24mar94
	RA-65681	Tu-134A-3	Atlant-Soyuz	rgd	28apr94	f/n ATH 20dec94
	RA-65681	Tu-134A-3	Russian Air Force	CKL	03jul95	opb 8 adon at Chkalovski; in basic Aeroflot c/s with blue engines and lower tail, initially no titles; t/t 7,352 hours and 6,202 cycles by 01jul09; l/n without titles CKL 20may11; f/n with small 'VVS Rossii' titles on the fin AAQ 23jun11; seen CKL apr14 with titles removed; l/n OVB 21sep16
49825	CCCP-65052	Tu-134A	AFL/Arkhangel.-ARH	mfd	24feb77	line # 39-02; toc 04mar77; rgd 30mar77; f/n LED 19apr80
	RA-65052	Tu-134A	Aeroflot	LED	19sep93	
	RA-65052	Tu-134A	Arkhangelsk Al	trf	22feb94	f/n ARH 12jul94, Aeroflot c/s and titles; seen 12jul94 with badge
	RA-65052	Tu-134A	Arkhangelsk Al	SVO	02jul95	
	RA-65052	Tu-134A	TyumenAviaTrans	SVO	12aug02	
	RA-65052	Tu-134A	UTair	rgd	31jan03	
	RA-65052	Tu-134A-3	Aeroflot-Nord	SVO	02sep06	Isf Arkhangelsk Airlines (bought by Aeroflot aug04); f/n VKO 20aug03; Tu-134A-3 at least since 2005; l/n SVO 05jul06, see next line
	RA-65052	Tu-134A-3	Katekavia	trf	nov10	already reported in technical inspection document 29may06; initially in white c/s with titles; l/n as such SVO 27nov06; seen in full c/s NNM 30sep07; seen ARH jun10, wfu
49830	RA-65052	Tu-134A-3	Turukhan	PEE	22oct15	photo, blue/grey c/s with titles; l/n PEE 25jul15
	D2-ECC	Tu-134AK	Angolan Government	SVO	15apr78	already opb Turihan jan15; l/n USK 21jan17
	SG-104	Tu-134AK	Angolan Air Force	BEG	jun83	line # 39-03 ?
	D2-ECC	Tu-134AK	Angolan Government	MLA	26aug84	sole report; c/n not confirmed
49838	CCCP-65053	Tu-134A	AFL/Latvia	mfd	20feb77	c/n confirmed; seen LAD jun03, airworthy; seen LAD jul06/oct14 (S8.858861 E13.228871) wfu; broken up line # 39-04; toc 16mar77; rgd 19apr77; f/n VKO 18nov77
	CCCP-65053	Tu-134A	AFL/Georgia-SUI	trf	23may78	1st Sqn of 297 lo; damaged 05nov89 on a flight from Vnukovo to Batumi when an engine exploded in-flight (photo of rear fuselage portside with damaged engine nacelle in accident report shows there is no door there!); repaired; dbr 24jan92 on landing at Batumi when overran on a runway badly cleared from snow, nose gear collapsed; wreck sat at Batumi until broken up in late 1990s
49840	CCCP-65054	Tu-134A	AFL/Belarus-KGD	mfd	28feb77	line # 39-05; toc 24mar77; rgd 11apr77; f/n MSQ 08sep87
	CCCP-65054	Tu-134A	Vnukovo PO	trf	10may90	
	CCCP-65054	Tu-134A	Kaliningradavia	trf	21jan93	f/n DUS 22may93 still in full Aeroflot c/s
	RA-65054	Tu-134A	Kaliningradavia	DUS	10jun93	in Aeroflot c/s and titles; l/n KUF 01dec97
	RA-65054	Tu-134A	Kaliningradavia	DME	06aug99	l/n DME 25aug02; wfu, l/n MHP 19may05 in ARZ-407, bare metal
	RA-65054	Tu-134A	Orenburg Airlines	LED	17apr06	l/n LED 24mar07 still as a Tu-134A; f/n DME 13may07 as Tu-134A-3
	RA-65054	Tu-134A-3	Orenair	DME	24jun07	l/n DME 29aug11; wfu jan12
	no reg	Tu-134A-3	Orenburg Airlines	ph.	07nov13	in ex Orenair c/s with white tail; small 'Orenburgskiy Avialinii' titles added beneath the type designation; preserved on the territory of the Svyato-Troitskaya obitel (Monastery of the Holy Trinity) at Sarakdash from early nov13 (N51.788551 E56.356381); photo 28jul14 with 'fairy tale' titles; l/n jan15
49856	CCCP-65055	Tu-134A	Soviet Gvt/AFL c/s	mfd	15apr77	line # 39-06; toc 06may77; rgd 23may77; f/n ORY 08jun77; opb 235 OAO; not a Tu-134AK; l/n HEL 21apr78
	CCCP-65055	Tu-134A	AFL/N.Kavkaz-VOG	trf	05jul78	
	CCCP-65055	Tu-134A	AFL/N.Kavkaz-ASF	trf	1987	l/n DME 10sep92
	RA-65055	Tu-134A	Astrakhan Airlines	trf	12apr94	f/n SVO 06may94, Aeroflot c/s and titles
	RA-65055	Tu-134A	Astrakhan Airlines	ASF	18may96	in Aeroflot c/s, no titles; l/n DME 27nov97
	RA-65055	Tu-134A	Astrakhan Airlines	DME	06jul98	l/n DME 09apr05; company acquired by Karat and ceased operations per may05
	RA-65055	Tu-134A-3	Karat	DME	11jun05	l/n DME 25jun05
	RA-65055	Tu-134A-3	UTair	VKO	24jun06	leased from Avia-Trans since 07aug06; l/n SGC 29mar10
73 49858	RA-65055	Tu-134A-3	UTair Express	LED	29jun10	l/n SVX 01apr14; broken up at SCW by 25may14
	OK-BYT	Tu-134A	CS-Gvt (LSFMV)	d/d	30mar77	line # 39-07; rgd same date; Leteck+ sprava federalniho ministerstva vnitra; wfu 26sep83; canx 13oct83
	LZ-TUG	Tu-134A-3	Bul Gvt/Balkan c/s	d/d	sep83	opb Avio Detachment 28 (VIP), but also used by Balkan for normal pax flights, in full Balkan c/s; seen with 'Republic of Bulgaria' titles, starboard side MLA 31dec96 until at least aug01; with these titles both sides from nov99; seen LHR 06oct01 with titles removed; l/n CDG 30dec01 as such, later wfu and stored at SOF, seen sep05/apr06
	MSN-49858	Tu-134A-3	no titles	SOF	16jun06	c/n painted on tail as registration; departed SOF 16jun06; l/n ROV 09jul06
	RA-65728(2)	Tu-134A-3	UTair	VKO	22jul07	seen c/n 1351308; l/n VKO mar10
49860	RA-65728(2)	Tu-134A-3	UTair Express	GOJ	aug10	l/n SCW apr12/oct14 stored
	CCCP-65056	Tu-134A	AFL/N.Kavkaz-IJK	mfd	26mar77	line # 39-08; toc 31mar77; rgd 22apr77; f/n DME early 1978
	CCCP-65056	Tu-134A	AFL/N.Kavkaz-VOG	trf	unknown	
	CCCP-65056	Tu-134A	AFL/Urals-PEE	trf	21oct77	in an incident report Naberezhnyye Chelny 06jun90; l/n LED 06sep92, as Tu-134A-3
	RA-65056	Tu-134A-3	Aeroflot	LED	17sep93	
	RA-65056	Tu-134A-3	Izhavia	trf	29aug95	f/n DME 18nov98, in Aeroflot c/s, no titles; l/n IJK 16aug99
	RA-65056	Tu-134A-3	Arkhangelsk Al	SVO	06sep00	l/n DME 10may01; leased from Izhavia
	RA-65056	Tu-134A-3	Izhavia	DME	10jun01	in Aeroflot c/s, no titles; l/n DME 21aug01
	RA-65056	Tu-134A-3	Izhavia	DME	17jul02	in full c/s with additional 'Udmurtiya' titles; l/n IJK 27jan12; broken up at IJK in 2014
49865	CCCP-65057	Tu-134A	AFL/Lithuania	mfd	21mar77	line # 39-09; toc 05apr77; rgd 19apr77
	CCCP-65057	Tu-134A	AFL/Centr.Reg.-VOZ	trf	22jan78	f/n TAS 15sep87; l/n LED 18apr92
	RA-65057	Tu-134A	Aeroflot	LED	04aug93	
	RA-65057	Tu-134A	Voronezh Avia	trf	01aug94	f/n MHP 06jul95, Aeroflot c/s, no titles
	RA-65057	Tu-134A-3	Voronezh Avia	PRG	28apr96	l/n VKO 02jan02
	RA-65057	Tu-134A-3	Tret'yakov Air Tr.	DME	23jun02	l/n DME 17aug02; leased from Voronezh Avia
	RA-65057	Tu-134A-3	no titles	DME	28jun03	l/n DME aug03/dec03, stored
	RA-65057	Tu-134A-3	Gromov Air	VKO	27jun04	l/n VKO 02sep04; leased from Voronezh Avia 12jan04/31dec05
	RA-65057	Tu-134A-3	Zapolyarye	HTG	27may05	titles and logo, still basic Voronezh Avia c/s
	RA-65057	Tu-134A-3	white/grey c/s	LED	16jun06	no titles; l/n SVO 05jul06
	RA-65057	Tu-134A-3	Aeroflot-Nord	LED	07sep06	leased; in white/grey c/s with titles; l/n VOZ 27aug07; reportedly wfu by jan08 and returned to owner; broken up VOZ 2008
49868	CCCP-65058	Tu-134A	AFL/Latvia	mfd	30mar77	line # 39-10; toc 06apr77; rgd 19apr77; f/n VKO late 1977
	CCCP-65058	Tu-134A	AFL/Centr.Reg.-VOZ	trf	20apr78	
	CCCP-65058	Tu-134A	AFL/Centr.Reg.-IWA	trf>	26dec87	w/o 27aug92 on the leg from Donetsk to Ivanovo of a flight from Mineralnyye Vody to Ivanovo when deviated from approach pattern and glide path on approach to Ivanovo in difficult weather conditions (due to poor crew interaction), struck tree tops 2,962 metres before the runway threshold, turned over and crashed 512 metres further on (at Lebyazhi Lug), all 7 crew and 77 passengers killed and some buildings on the ground damaged; t/t 26,307 hours and 16,388 cycles; canx but date unknown
49870	CCCP-65059	Tu-134A	AFL/Belarus	mfd	31mar77	line # 40-01; toc 07apr77; rgd 28apr77; f/n SXF 14jun77
	CCCP-65059	Tu-134A	AFL/Urals-PEE	trf	06jan78	
	RA-65059	Tu-134A	Aeroflot	DME	20mar93	l/n KUF 10feb98
	RA-65059	Tu-134A	Permskiye Avialin.	trf	30mar94	in Aeroflot c/s, no titles until at least jun98; seen LED may99 with titles; f/n as Tu-134A-3 AER 18jul05; l/n DME 30jul06
	RA-65059	Tu-134A-3	UTair	ROV	26may07	l/n VKO 12sep09; CofA expired 30mar10; seen PEE 16aug14, stored; l/n PEE 25aug15, missing outer wings
49872	CCCP-65060	Tu-134A	Soviet Gvt/AFL c/s	mfd	04may77	line # 40-02; toc 24may77; rgd 17jun77; f/n HEL 21jun77; opb 235 OAO
	CCCP-65060	Tu-134A	AFL/Urals-CSK	trf	22jun78	
	CCCP-65060	Tu-134A	AFL/Urals-KVX	trf	unknown	
	RA-65060	Tu-134A	Aeroflot	LED	23oct93	
	RA-65060	Tu-134A	Kirov Avia	trf	18apr94	f/n DME 16aug97; Tu-134A-3 by aug97; leased to Chernomor Soyuz 19apr99/31dec04
49874	RA-65060	Tu-134A-3	Chernomor Avia	rgd	20apr99	f/n VKO 02aug02, Isf Kirov Air; l/n operational VKO 02sep04; seen in ARZ-407 at MHP 19may05/07may16
	CCCP-65061	Tu-134A	AFL/Estonia	mfd	08apr77	line # 40-03; toc 04may77; f/n VKO 16jun77; rgd 17jun77
	CCCP-65061	Tu-134A	AFL/Georgia-SUI	trf	07sep78	seen as Tu-134A-3 VKO 11apr91; l/n VKO 04sep93
	4L-65061	Tu-134A-3	Aeroflot c/s, n/t	VKO	04may94	with Georgian flag on tail; l/n VKO 16jul94
	4L-65061	Tu-134A-3	Adjal Avia/Taifun	VKO	25sep94	with dark blue undersides and tail, red cheatline, small titles on lower fuselage; l/n VKO 11mar96
	4L-65061	Tu-134A-3	Taifun c/s, n/t	VKO	02jun01	with dark blue undersides and tail, red cheatline; reported for Abavia; l/n TBS 01apr03
	4L-65061	Tu-134A-3	Air Bisc	VKO	22aug03	with dark blue undersides and tail, red cheatline; l/n LED 30aug03; in JP-05 under Georgian National Airlines, but never used as such; seen TBS (N41.675195 E44.954176) jul05/jun09, wfu; scrapped at TBS jun11/jul11
49875	CCCP-65062	Tu-134A	AFL/Ukraine	mfd	19apr77	line # 40-04; rgd 23may77; f/n WAW jun77; on charge as of 01jul77
	CCCP-65062	Tu-134A	AFL/Centr.Reg.-IWA	trf	09sep77	
	CCCP-65062	Tu-134A	AFL/Centr.Reg.-VOZ	trf	unknown	
	RA-65062	Tu-134A	Aeroflot	LED	23may93	
	RA-65062	Tu-134A	Voronezh Avia	trf	01mar95	f/n IST 23sep97, Aeroflot c/s and titles; l/n IST may98, titles not reported
	RA-65062	Tu-134A	Voronezh Avia	IST	25jun98	l/n EVN 10nov00; leased to Gromov Air 19aug03/31dec04
	RA-65062	Tu-134A-3	Zapolyarye	KJA	18apr05	Voronezh Avia cheatline; l/n KJA 09jul05
	RA-65062	Tu-134A-3	no titles	SVO	mar06	white with Voronezh Avia cheatline; l/n SVO 09apr06
	RA-65062	Tu-134A-3	Aeroflot-Nord	SVO	26may06	leased from Voronezh Avia, reportedly returned to owner by 2009; not of Russian register nov09; l/n VOZ 22mar10; reported broken up in 2010
49880	CCCP-65063	Tu-134A	AFL/Tyumen-TJM	toc	06may77	line # 40-05 ?; rgd 23may77
	RA-65063	Tu-134A	Aeroflot	DME	04jul94	
	RA-65063	Tu-134A	Tyumen Airlines	trf	31aug94	l/n DME 27nov97, Aeroflot c/s and titles
	RA-65063	Tu-134A	Tyumen Airlines	TJM	28jul00	l/n TJM 09jul04; offered for sale on the Internet 16jun04; soc 22dec05 without documents
49886	CCCP-65064	Tu-134A	AFL/Arkhangel.-ARH	mfd	03may77	line # 40-06; toc 07may77; rgd 02jun77
	CCCP-65064	Tu-134A	AFL/Urals-PEE	trf	16mar78	l/n DME 16aug92

49890	RA-65064	Tu-134A	Aeroflot	DME	20mar93	l/n DME 14may95	
	RA-65064	Tu-134A-3	Permskiye Avialin.	LUX	27dec97	reportedly leased to S7 Summer 2007; l/n PEE jun11/jun16, stored	
	CCCP-65065	Tu-134AK	Soviet Gvt/AFL c/s	mfd	24may77	line # 40-07; toc 06jun77; rgd 08jul77; opb 235 OAO until 09oct81; trf to Aviaexport 12oct81 for export to Kampuchea (based on a decree of the Council of Ministers dated 20sep79) according to the MGA document, Soviet register gives as 09oct81 checked as ex CCCP-65065 when seen PNH 18nov93	
49898	XU-101	Tu-134A-3	Kampuchea Airlines	PNH	13nov88	f/n GOJ 22aug95, in Aeroflot c/s and titles	
	RA-65065	Tu-134A-3	Nizhni Novgorod Al	rgd	25nov93	l/n BAK 28aug01	
	RA-65065	Tu-134A-3	Nizhni Novgorod Al	GOJ	04aug01	l/n DME 28aug03, see next line	
	RA-65065	Tu-134A-3	Tret'yakovo Al	DME	17apr02	f/n LED 26jul04; l/n GOJ nov09	
	RA-65065	Tu-134A-3	Tatarstan	trf	02jun03	with titles; l/n PEE 19may10	
	RA-65065	Tu-134A-3	Aeromoskovia	NNM	15feb10	line # 40-08; toc 08jul77; rgd 01aug77; f/n LED 19aug83	
	CCCP-65066	Tu-134A	AFL/Arkhangel.-ARH	mfd	04jul77		
	RA-65066	Tu-134A	Aeroflot	SVO	19mar93		
	RA-65066	Tu-134A	Arkhangelsk Al	trf	22feb94	l/n MHP 13may96, in Aeroflot c/s and titles	
	RA-65066	Tu-134A	Arkhangelsk Al	SVO	22aug97	l/n SVO 19aug02	
49900	RA-65066	Tu-134A	Arkhangelsk Al	rgd	04jun03	l/n SVO 27mar05	
	RA-65066	Tu-134A	Aeroflot-Nord	SVO	22apr05	l/n active ARH 04sep07; seen ARH may08/jan09, wfu; seen preserved in the museum at ARH nov09/jun15	
	DM-SDK	Tu-134AK	EGAF/Interflug c/s	rgd	27may77	line # 40-09; had East German Air Force serial '123' allocated; l/n SXF 30apr80	
	DDR-SDK	Tu-134AK	EGAF/Interflug c/s	rgd	31aug81	seen AMS 10oct87; departed SXF 17jun90 on delivery to, see below	
	VN-A122	Tu-134AK	Vietnam Airlines	d/d	jun90	was wfu by end 1996; seen HAN mar99/oct02, wfu and gone by jan04	
	49905	CCCP-65067	Tu-134A	AFL/Centr.Reg.-VOZ	toc	06jul77	line # 40-10; mfd given as 07jul77; rgd 10aug77; l/n KJA 01jul92
49907	RA-65067	Tu-134A-3	Aeroflot	LED	16jun93		
	RA-65067	Tu-134A-3	Voronezh Avia	trf	01mar95	f/n PRG 11mar99; l/n SVX 20aug99	
	RA-65067	Tu-134A-3	Voronezh c/s, n/t	SVO	16jul00	l/n SVO 30jul00	
	RA-65067	Tu-134A-3	Phoenix Air, n/t	PRG	08sep00	l/n BUD 01nov00	
	RA-65067	Tu-134A-3	Voronezh Avia	SVO	09may01	l/n SVO 07nov01	
	RA-65067	Tu-134A-3	Voronezh c/s, n/t	TBS	15dec01	l/n SVO 19aug02	
	RA-65067	Tu-134A-3	Voronezh Avia	VOZ	27aug03	leased to Gromov Air 04aug03/30apr04	
	RA-65067	Tu-134A-3	Polet	DME	15aug05	Voronezh Avia cheatline, white tail; l/n DME 03dec05	
	RA-65067	Tu-134A-3	Aeroflot-Nord	SVO	02jul06	leased; with Voronezh Avia cheatline and white tail; initially no titles, 'Aeroflot-Nord' titles added sep06; l/n SVO 26feb07; reportedly wfu by jan08 and returned to owner	
	CCCP-65068	Tu-134A	AFL/Estonia-TLL	mfd	15jul77	line # 41-01; toc 16jul77; rgd 15aug77; f/n SVO 25sep87	
	ES-AAG	Tu-134A	Estonian Air	rgd	20jan92	f/n AMS 08jan93; l/n TLL 09sep93	
	RA-65068	Tu-134A	Aeroflot	LED	30aug95		
49908	RA-65068	Tu-134A-3	Pulkovo Avia	trf	10nov95	f/n as Tu-134A-3 SXF 26dec96; l/n AMS 15apr98, in Aeroflot c/s and titles	
	RA-65068	Tu-134A-3	Pulkovo Avia	LED	08jan99	l/n LED oct06, wfu; broken up at LED apr/may07	
	CCCP-65069	Tu-134A	AFL/Belarus	mfd	15jul77	line # 41-02; toc 16jul77; rgd 08aug77; f/n SXF late 1977	
	CCCP-65069	Tu-134A	AFL/Central Region	trf	12dec77		
	CCCP-65069	Tu-134A	AFL/Azerbaijan	trf	11jul80		
	CCCP-65069	Tu-134A	AFL/Uzbekistan-TAS	trf	06jan82	opb 219 LO	
	CCCP-65069	Tu-134A	AFL/Komi-SCW	trf	09apr88	opb 75 LO; seen LED 07apr91 as Tu-134A-3; l/n SVO 27sep91	
	RA-65069	Tu-134A-3	Aeroflot	AMS	11jul93		
	RA-65069	Tu-134A-3	Komiavia	trf	25apr95	opb Stavropol Avia oct95; canx 15dec98 and soc 19dec98 as to Kazakhstan	
	UN-65069	Tu-134A-3	Atyrau Airways	BUD	22mar99	named 'Kashagan'; l/n GUW 01jul11/05feb12; seen GUW 07jun13 registration painted out, see next line	
	UP-T3408	Tu-134A-3	Atyrau Airways	no	reports	c/n confirmed by Kazakhstan CAA, see previous line	
	73 49909	101 (2)	Tu-134AK	Polish Air Force	mfd	17jun77	line # 41-03 confirmed; with radar nose; d/d 26jun77; in white c/s with grey undersides and blue cheatline; l/n WAW 17oct91; see c/n 3352005
49912	CCCP-65559	Tu-134AK	INFPF AN Ukraine	rgd	12mar92	in Avialiniyi Ukrayiny c/s; f/n VIE 16oct92, 'CCCP-' in smaller letters than 65559	
	RA-65559	Tu-134AK	ex Avial Ukr, n/t	ZIA	17may93	in basic Avialiniyi Ukrayiny c/s, no titles	
	RA-65559	Tu-134AK	Aeroflot Rus. Al	toc	01jul93	f/n SVO 07sep93; initially in basic Avialiniyi Ukrayiny c/s, no titles; l/n SVO 15oct93	
	RA-65559	Tu-134AK	Aeroflot Rus. Al	FRA	17jan94	Tu-134A-3 by aug05; in new c/s by 03jul06; l/n SVO 03nov06	
	RA-65559	Tu-134A-3	Aeroflot-Plus	SVO	27nov06	first Tu-134 in full 'Aeroflot-Plus' colours; officially trf 28may08	
	RA-65559	Tu-134A-3	Tsentr-Yug	LED	05mar12	in basic ex-Aeroflot-Plus c/s with small titles; l/n SVO 02dec13; offered on the internet by Atlas-Jet for charter, 46/50 seater; reported broken up at Zhukovskijan14	
	CCCP-65070	Tu-134A	AFL/Privolzhsk	mfd	28jul77	line # 41-04; toc 09aug77; rgd 18aug77; f/n DME early 1978	
	CCCP-65070	Tu-134A	AFL/Azerbaijan	trf	14jul78		
	CCCP-65070	Tu-134A	AFL/Uzbekistan-TAS	trf	08jan82	opb 219 LO	
	CCCP-65070	Tu-134A	AFL/Komi	trf	08apr88	opb 75 LO; l/n IKT 06jul92 as Tu-134A-3; seen SVO 20aug92, with Russian flag	
49913	RA-65070	Tu-134A-3	AFL/Komi	SVO	13apr93		
	RA-65070	Tu-134A-3	Komiavia	trf	22feb94	l/n GOJ 26aug97, Aeroflot c/s and titles; soc 19jan98 and canx 20jan98 as to Kazakhstan	
	UN-65070	Tu-134A-3	Atyrau Airways	BUD	06mar98	new c/s, named 'Tungysh'; l/n GUW 15apr08	
	UP-T3407	Tu-134A	Kazakhstan Emercom	AYT	02may09	c/n confirmed by Kazakhstan CAA; in standard c/s with small 'Kazaviaspas' titles by the nose; painted as just Tu-134A; already in official document sep08; l/n ALA 27may14	
	OK-HFL	Tu-134A	CSA	d/d	01jul77	line # 41-05 confirmed in document 25sep77; originally had c/n 49955 allocated, mentioned in document 05apr77, but this was changed; rgd 06jul77; f/n LHR 15oct77; seen BRU aug91	
	OK-HFL	Tu-134A	Czech Airlines	PRG	jun95	last CSA Tu-134 flight Belgrade-Prague 09dec97; canx 16dec97	
	LZ-TUJ	Tu-134A	ex CSA c/s, n/t	PRG	19dec97		
	LZ-TUJ	Tu-134A	Hemus Air	BUD	15jun98	l/n PRG 06may98	
	LZ-TUJ	Tu-134A	Albanian Airlines	FRA	21nov98	l/n FRA 03nov98	
	LZ-TUJ	Tu-134A	Hemus Air	VAR	24may04	l/n IST 07sep03	
49915	CCCP-65071	Tu-134A	AFL/Ukraine	mfd	28jul77	last service to TUN 12aug05; ferried to ALA 18sep05 and reportedly sold to Kazakhstan	
49972	CCCP-65071	Tu-134A	AFL/Moldova-KIV	trf	09jul80	line # 41-06; originally had c/n 49963 allocated, mentioned in document 05apr77, but this was changed; toc 30jul77; rgd 17aug77; confirmed in document 25sep77; f/n SVO early 1978	
	CCCP-65071	Tu-134A	Air Moldova	MSQ	12jul92		
	ER-65071	Tu-134A-3	Air Moldova	rgd	23nov94	was already f/n MHP 10jul94 !	
	ER-65071	Tu-134A-3	Air Moldova c/s	VKO	24aug97	seen KUF 28nov97, no titles; opf GACO Kaskavia; 4L-65071 not taken up; seen stored KIV jul03/feb15; canx between 26jan15 and 14apr15	
	CCCP-65072	Tu-134A	AFL/Lithuania-VNO	mfd	30jul77	line # 41-07; toc 03aug77; rgd 17aug77	
49980	CCCP-65072	Tu-134A	AFL/Komi-SCW	trf	17nov77		
	CCCP-65072	Tu-134A	AFL/Armenia-EVN	trf	05jan81	f/n KBP 02jun89	
	EK-65072	Tu-134A-3	Armenian Airlines	VKO	05jul93	l/n VKO 16jul93	
	EK-65072	Tu-134A-3	Armenian Gvt	ZRH	31jan99	replaced EK-65975 c/n 3352006 as the Presidential aircraft; in white c/s with dark blue undersides and 'Armenia' titles; current on Armenian register 01jan09, operator given as Armavia; seen TBS 25may09; auctioned by the Government in aug10; l/n EVN 01may14, stored	
	CCCP-65073	Tu-134AK	Soviet Gvt/AFL c/s	mfd	19dec77	line # 41-08; toc 25jan78; rgd 03feb78; opb 235 OAO	
	CCCP-65073	Tu-134AK	AFL/Ukraine-HRK	trf	05jun82	l/n aug85; l/n RWN 01aug89 as Tu-134A-3	
	UR-65073	Tu-134A-3	Avialini. Ukrayiny	rgd	03may93	f/n VKO 28aug93; l/n VKO 09sep94	
	UR-65073	Tu-134A-3	Adjarian Airlines	VKO	jun95	owned by San Air General Trading FZE (UAE); stored at HRK, l/n 25may08; canx 01oct08	
	73 49985	102 (2)	Tu-134AK	Polish Air Force	mfd	23jul77	line # 41-09 confirmed; c/n in official document 25sep77; in white c/s with grey undersides and blue cheatline; l/n WAW 12may88; see c/n 3352008
	SP-LHI	Tu-134AK	Polish AF/LOT c/s	rgd	09aug88	l/n LHR 19feb90; l/n KRK 25may90; canx 12jun91	
102 (2)	Tu-134AK	Polish Air Force	WAW	19apr91	l/n LHR 19feb90; l/n KRK 25may90; canx 12jun91		
CCCP-65623(2)	Tu-134AK	Avialini. Ukrayiny	rgd	12mar92	in basic ex LOT c/s; l/n WAW 17oct91		
CCCP-65623(2)	Tu-134AK	ex Avial Ukr, n/t	ZIA	17may93	carried additional small 'Aeroflot' titles; photo KBP jun92; f/n 07sep92; see c/n 8350505		
RA-65623(2)	Tu-134AK	Aeroflot Rus. Al	toc	01jul93	in basic Avialiniyi Ukrayiny c/s, no titles		
49987	CCCP-65074	Tu-134A	AFL/N.Kavkaz-MRV	mfd	07sep77	f/n ZIA 03sep93; initially in basic Avialiniyi Ukrayiny c/s, no titles; l/n as such PRG 20nov93; repainted in standard Aeroflot c/s; f/n as such SXF 14may94; repainted in new Aeroflot c/s; f/n as such SVO 05jan07; last service for Aeroflot Russian Airlines 07dec07; opb Aeroflot-Plus from early 2008; l/n operational SVO 01aug09; wfu sep09; t/t 28,864 hours and 18,478 cycles by 01jan10; l/n SVO 17jan10, wfu and broken up there	
	RA-65074	Tu-134A-3	Aeroflot	MHP	09sep93	line # 41-10; toc 14sep77; rgd 06oct77; f/n VKO late 1977	
	RA-65074	Tu-134A-3	KavMinVody Avia	trf	15dec94		
	RA-65074	Tu-134A-3	KavMinVody Avia	IST	14apr97	l/n MRV 15may96, in Aeroflot c/s and titles	
	RA-65074	Tu-134A-3	KavMinVody Avia	LCA	02jun00	in Aeroflot c/s, no titles; l/n UFA 29aug97	
49998	CCCP-65075	Tu-134A	AFL/N.Kavkaz-GRV	mfd	19sep77	l/n operational MRV 25jun06; still in fleet list nov06; sat wfu at MRV, seen 05jul08 in the process of being dismantled and 21aug08, partially dismantled; gone by 03sep08	
	65075	Tu-134A	Aeroflot	IST	20nov92	line # 42-01; toc 29sep77; rgd 09nov77; f/n GRV 1978; l/n VKO 20aug92	
	65075	Tu-134A-3	STIGL	MUC	16jun93	destroyed in an air raid by Russian Air Force Su-25s at Grozny- Severny 24nov94, registration readable on TASS photo; soc by 01jan01	
60001	CCCP-65076	Tu-134A	AFL/Ukraine-KBP	mfd	23sep77	line # 42-02; toc 29sep77; rgd 18oct77; l/n SXF 11dec77; l/n KBP 15apr92	
	UR-65076	Tu-134A-3	Aeroflot c/s, n/t	ALA	24apr93		
	UR-65076	Tu-134A-3	Avialini. Ukrayiny	VKO	05jul93	l/n VKO 11aug00; not in 2000 fleet list	
	UR-65076	Tu-134A-3	UM Air	PRG	19sep00	Ukrainian Mediterranean Airlines; l/n BUD 26mar01	
	UR-65076	Tu-134A-3	Sibaviatrans	VKO	apr01	still with prefix 'UR-' although registered on Russian register 19feb01; in basic Air Ukraine c/s; l/n DME 17jul02	
	UR-65076	Tu-134A-3	UM Air	KBP	29sep02	Ukrainian Mediterranean Airlines, in basic Air Ukraine c/s; l/n KBP 09aug03	
60028	UR-65076	Tu-134A-3	Komplektimpex	GDN	30jun05	operator registered in Bulgaria; in all-white c/s, no titles; sat wfu at KBP, seen sep09/sep12; canx 02oct09; broken up KBP 27mar16	
	CCCP-65077	Tu-134A	AFL/Ukraine-KBP	mfd	29aug77	line # 42-03; toc 05sep77; rgd 21sep77; f/n SXF 18dec77; seen KBP 13apr92 as Tu-134A-3; l/n KBP 08sep92	
	65077	Tu-134A-3	Aeroflot	BAK	10dec92		
60035	UR-65077	Tu-134A-3	Avialini. Ukrayiny	rgd	21jan93	f/n LCA 21jan93; additional 'AGO' titles 1994/1995; seen PRG 1995, additional Adjarian Airlines titles; wfu KBP, seen KBP apr03/nov06 engineless; not present may07; canx 15jun07	
	YU-AJV	Tu-134A	AvioGenex	mfd	26aug77	line # 42-04; d/d aug77; named 'Mostar'	
	CCCP-65563	Tu-134A	MAP NovosibirskAPO	rgd	22feb85	in Aeroflot c/s; f/n MHP 10sep87; f/n as Tu-134A-3 DME sep91; l/n ZIA 11aug92	

	RA-65563 RA-65563	Tu-134A-3 Tu-134A-3	MAP NovosibirskAPO NAPO Aviatrans	SVO MHP	20apr93 18aug97	in Aeroflot c/s owned by Novosibirsk aircraft factory and opb Sibir; last overhaul completed 26sep97; l/n OVB dec99, in basic ex Aeroflot c/s with a blue tail
	RA-65563	Tu-134A-3	Flight/Astrakhan	SHJ	30dec01	owned by Gazpromavia; with additional 'Astrakhangazprom' titles; l/n as such DME 10feb03; last flight 12mar03 to Astrakhan and stored there; seen ASF 23may04; offered for sale by Astrakhangazprom 11nov05 with t/t 21,766 hours and 10,540 cycles; seen in primer ROV 27jun08 in ARZ-412; seen aug12 parked outside now bare metal without registration, with clipped wings and tail removed; l/n aug13/aug16; still current on register aug16
60043	CCCP-65078	Tu-134A	AFL/Ulyanovsk HFS	mfd	26sep77	line # 42-05; toc 15oct77; rgd 23nov77; f/n sep85; soc and canx 05feb96 as life-time expired; seen ULY (N54.276188 E48.242394) aug97/aug09 wfu line # 42-06; toc 09oct77; rgd 16nov77
60054	CCCP-65079 LY-ABD LY-ABD LY-ASK RA-65079 RA-65079 RA-65079	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/Lithuania-VNO Lithuanian AI Aurela Aurela Tulpar Tagazinvest, n/t Sirius Aero	mfd FRA MHP IND GVA rgd VKO	26sep77 19jul92 13may96 21aug96 02jan01 29jun01 28jun05	seen HAJ 16jul94 CoFA expired 25aug96 l/n PRG 13feb00; CoFA expired 03aug00; canx from Lithuanian register, date unknown f/n SVO 12aug01; l/n SVO 29aug03 in executive c/s with small titles; l/n GOJ 11nov08; offered for sale may09 with t/t 37,115 hours and 23,388 cycles, but could not be sold; scrapped at GOJ may/jun11, left wing removed 30may11 (reportedly for a monument) line # 42-07; toc 13oct77; rgd 17nov77; f/n SXF jul78
60065	CCCP-65080 CCCP-65080 RA-65080 RA-65080 RA-65080 RA-65080 RA-65080 RA-65080 RA-65080	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-ASF Aeroflot Astrakhan Airlines Astrakhan Airlines Astrakhan Airlines Astrakhan c/s, n/t Kolavia Kolavia c/s, n/t	mfd trf DME trf DME ASF SHJ DME VOG	19jul77 1987 01sep93 14apr94 26aug95 18may96 19jan02 14jun04 23aug04	l/n DME may95, in Aeroflot c/s and titles, as Tu-134A-3 in Aeroflot c/s, no titles l/n SHJ 29dec01 l/n SHJ 26jan02; l/n IST 29may02, titles not reported photo proof as Tu-134A !; l/n DME 11jul04 opb Volga Aviaexpress; crashed 24aug04 on flight 1303 from DME to Volgograd near village of Buchalki in Klimov district, Tula region at 22,56 hours Moscow time, 8 crew and 34 passengers on board, all perished; t/t less than 30.000 hours; soc 21feb05
60076	CCCP-65081 LY-ABE	Tu-134A Tu-134A-3	AFL/Lithuania-VNO Lithuanian AI	mfd FRA	19oct77 29mar92	line # 42-08; toc 28oct77; rgd 14dec77; l/n LED 10jun82; l/n LGW 30jun89 and PRG 28aug92, Aeroflot c/s, no titles with Lithuanian flag on tail; f/n in full c/s with titles LHR 13apr93; l/n KBP 03jul96; CoFA expired 07may97 arrived for painting that day
60081	UR-65081 UR-65081 UR-65081 CCCP-65082 CCCP-65082 EW-65082 EW-65082 RA-65082 RA-65082	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Lithuanian AI Transago Prestige Avia AFL/Belarus Belarussia AI Belarussia AI Belavia Severlizing UTair	MST MST KBP mfd MHP FRA MSQ rgd VKO	07jul96 19jul96 jul07 29sep77 28apr92 25oct93 07oct95 10jul03 16jan04	named 'Nina'; carried additional 'Unex Bank' titles; l/n KBP 03jul99 wfu, without engines; owned by Aviakompaniya Trans AGO; based at KBP; canx 13aug08; to be scrapped line # 42-09; toc 29oct77; rgd 28nov77; f/n BSL 21jan78 still CCCP- 20sep93; with small additional Aeroflot titles below cheatline l/n DME 03dec01
60090	RA-65082 CCCP-65083 RA-65083 RA-65083 UN-65083 RA-65083 RA-65083 RA-65083 RA-65083	Tu-134A-3 Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot-Nord AFL/Arkhangel.-ARH Aeroflot Arkhangelsk AI not reported TyumenAviaTrans UTair Aeroflot-Nord Katekavia	SVO mfd SVO trf ALA SVO rgd SVO ph.	22dec05 15oct77 04jul93 22feb94 26may02 jun02 29jan03 27mar05 20jul10	line # 42-10; toc 22oct77; rgd 22nov77; l/n VKO late 1977; l/n LED 07sep92, as Tu-134A-3 f/n SVO 03jul95 probably not UN-, see next line l/n VKO 01feb03 f/n VKO 06may03; l/n VKO 26aug04 operator renamed Nordavia in late 2009; seen SVO 28feb10, active; l/n ARH 03jun10, stored in basic new Aeroflot c/s; presented on company website 20jul10; seen TOF 16jan15; reported for Turukanm, l/n TOF 14jun15, still in full Katekavia c/s with titles in ex-Katekavia c/s with titles; l/n UFA 23jan17
60108	RA-65083 DM-SDL DDR-SDL VN-A124	Tu-134A-3 Tu-134AK Tu-134AK Tu-134A	Turukan EGAF/Interflug c/s EGAF/Interflug c/s Vietnam Airlines	NNM rgd rgd d/d	29aug15 22nov77 20sep81 jun90	line # 43-01; had East German Air Force serial 115 allocated seen LHR 29oct88; departed SXF 17jun90 on delivery to, see below f/n SGN 30aug91; f/n as a Tu-134A-3 HAN 26oct93; seen SGN mar96/mar01, stored and gone by jan04
60115	CCCP-65084 RA-65084 RA-65084 RA-65084 RA-65084 RA-65084 RA-65084 RA-65084 RA-65084	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Polise Air Air Guinee Polise Air Arkhangelsk AI Arkhangelsk AI TyumenAviaTrans Arkhangelsk AI	mfd HEL ATH SVO trf MHP SVO rgd	30nov77 07sep93 11nov93 12dec77 30aug93 22feb94 11jul04 02jan77 jun95 06nov97 15mar98 15may99 26feb00	operated for United Nations this day l/n CKY nov93, in basic Polise Air c/s, orange cheatline and tail, with titles; photo ATH dec93, still as such reported in full Polise c/s again f/n MHP 10jul94, in Aeroflot c/s and titles l/n VKO 02sep97, reportedly no titles, only AVL on fin ? rgd 10jul01 !; seen again KZN 15aug01; lsf Arkhangelsk Airlines; l/n VKO 01feb03 in new c/s with large cyrillic 'AVL' titles; f/n SVO 18aug03; company acquired by Aeroflot aug04; l/n active SVO 15dec07; stored at ARH without engines, l/n may08; not present oct08 line # 43-03; toc 06dec77; rgd 26dec77; f/n BSL 21jan78; still CCCP- 19jul93 l/n SXF 19sep93 l/n MSQ 28aug03; not in Belavia fleet list feb08; scrapped Orsha, Belarus, 2013 line # 43-04; toc 30dec77; rgd 14feb78; l/n PRG 28aug78
60123	CCCP-65085 EW-65085	Tu-134A Tu-134A	AFL/Belarus-MSQ Aeroflot	mfd MSQ	30nov77 07sep93	l/n VIE apr97; l/n DME 21oct03 l/n VOG mar12/aug14, stored line # 43-05 ?; rgd 21dec77; d/d 22dec77; f/n LHR 16may78 wfu 26oct97; canx 03nov97 t/t 25,724 hours and 22,948 cycles by 06nov97; l/n BUD 02mar98 l/n IST 28aug98
60130	CCCP-65086 RA-65086 RA-65086 RA-65086 OK-HFM LZ-TUH LZ-TUH LZ-TUH LZ-TUH	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/N.Kavkaz-VOG s Aeroflot Volga Airlines Volga Aviaexpress CSA Czech Airlines Hemus Air Albanian Airlines Albanian c/s, n/t Hemus Air	mfd FRA mfd VOG trf DME mfd PRG PRG BLQ FRA	11nov93 12dec77 30aug93 22feb94 11jul04 02jan77 jun95 06nov97 15mar98 15may99 26feb00	l/n MSQ 28aug03; not in Belavia fleet list feb08; scrapped Orsha, Belarus, 2013 line # 43-04; toc 30dec77; rgd 14feb78; l/n PRG 28aug78
73 60142	OK-HFM LZ-TUH LZ-TUH LZ-TUH LZ-TUH	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	CSA Czech Airlines Hemus Air Albanian Airlines Albanian c/s, n/t Hemus Air	mfd PRG PRG BLQ FRA	02jan77 jun95 06nov97 15mar98 15may99 26feb00	l/n VIE apr97; l/n DME 21oct03 l/n VOG mar12/aug14, stored line # 43-05 ?; rgd 21dec77; d/d 22dec77; f/n LHR 16may78 wfu 26oct97; canx 03nov97 t/t 25,724 hours and 22,948 cycles by 06nov97; l/n BUD 02mar98 l/n IST 28aug98
	MSN-60142	Tu-134A-3	all-white c/s, n/t		photo	last overhaul completed 27jan00; seen CPH 23jun01 with additional 'Cargospeed' titles and NUE 18aug01 again without them; CoFA expired 02dec04; seen stored at SOF jun05/feb06; offered for sale by SkyBirdHeli 27may06 with t/t 28,278 hours; sold to unknown Russian airline still with 'Hemus Air' logo on fin; c/n painted on engines as registration; ferried SOF-VKO 15may06 with call-sign '65828'; seen stored at VKO 29may07; seen in ARZ-407 at MHP 12may08, registration painted out
60155	RA-65828(2) RA-65828(2) CCCP-65087 CCCP-65087 CCCP-65087 RA-65087 RA-65087 RA-65087 RA-65087 RA-65087	Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	UTair UTair Express AFL/Belarus-MHP AFL/Belarus-KGD Vnukovo PO Kaliningradavia Kaliningradavia Kaliningradavia RusAir	VKO GOJ mfd trf trf trf DME KGD SVO	08jun09 aug10 23dec77 09sep86 10may90 21jan93 23aug97 10sep98 28jul05	l/n PEE 17jul10; see c/n 12086 l/n VKT 17may12; seen SCW jul12/mar14, stored; broken up by 08nov14 line # 43-06; toc 06jan78; rgd 20jan78; f/n SXF 02may84 f/n KGD 03jul94, in Aeroflot c/s and titles in Aeroflot c/s, no titles fuselage old AFL c/s, rest Kaliningradavia; l/n SVO 24jun05 remnants of previous c/s, logo on fin; seen SVO 21feb07 in all-white c/s with small 'RusAir' logo on lower forward fuselage; l/n ZIA 17aug11, stored line # 43-07; toc 13jan78; rgd 27jan78; f/n LED 19apr80 l/n LHR 01dec93 reported in full Lithuanian Airlines c/s SVO 19oct93, but see l/n date above !; l/n MHP 13may96; canx as sold to ARZ-407 at Minsk; CoFA expired 28feb97 f/n SVO late 1996; l/n BUD 12mar97, opf Clintondale Aviation l/n SVO 19sep98 wfu at LED, seen oct06/27apr07; broken up at LED apr/may07 line # 43-08; toc 03mar78 rgd 29jun78; f/n FRA 02sep78; l/n KBP 15apr92 trf to Bukovyna Airlines according to JP-00 Ukrainian Mediterranean Airlines; owned by JTR Company SAL (Lebanon); named 'Yaroslav'; canx 01oct08; l/n KBP sep09/sep12, stored; broken up KBP oct14 line # 43-09; f/n SXF 10jan78; rgd 20jan78; toc 10feb78
83 60185	CCCP-65090 CCCP-65090 CCCP-65090 RA-65090 RA-65090	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Belarus-MHP AFL/Belarus-KGD Vnukovo PO Kaliningradavia Kaliningradavia Orenburg Airlines	mfd trf trf trf IST SVX	30dec77 03nov87 10may90 21jan93 22sep97 15jul05	f/n DUS 19jun93, Aeroflot c/s and titles; l/n GRO jul97 l/n DME 20mar05 carried additional small 'Ural Airlines' titles on nose since mar06 and as Tu-134A-3; in operator's certificate of Ural Airlines apr07; l/n DME 20oct07 l/n DME 20aug11 line # 43-10; toc 06jan78; rgd 03feb78; f/n VNO feb90; l/n LED 17may91, as Tu-134A-3 in basic ex-Aeroflot c/s, no titles with Lithuanian flag on tail in full c/s and with titles; l/n VNO 22aug96, wfu; CoFA expired 01feb97 bought end 1996 but probably never delivered f/n TLL 25apr98; seen stored in full c/s, TLL apr02; l/n aug06; seen at the Tartu Aviation Museum (Tartu Lennundusmuseum, off airport) (N58.288565 E26.764631) aug06; l/n jul15 line # 44-01; toc 20feb78; rgd 10mar78; VIP aircraft, operated for the government of the Kazakh Soviet Republic opb 235 OAO f/n LED 17sep86; reported as Tu-134A-3 in an incident report at Ufa 14dec87 l/n LHM 24apr93; leased from Avialiniyi Kharkova; reportedly returned from lease jun93; see next line
60195	RA-65090 CCCP-65091 LY-ABG LY-ABG RA-65091 ES-LTA	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Orenair AFL/Lithuania-VNO Lithuanian AI Lithuanian AI Orient Avia ELK Airways	DME mfd LED AMS rgd	17jun08 09jan78 17apr92 11jul93 29aug97	l/n DUS 19jun93, Aeroflot c/s and titles; l/n GRO jul97 l/n DME 20mar05 carried additional small 'Ural Airlines' titles on nose since mar06 and as Tu-134A-3; in operator's certificate of Ural Airlines apr07; l/n DME 20oct07 l/n DME 20aug11 line # 43-10; toc 06jan78; rgd 03feb78; f/n VNO feb90; l/n LED 17may91, as Tu-134A-3 in basic ex-Aeroflot c/s, no titles with Lithuanian flag on tail in full c/s and with titles; l/n VNO 22aug96, wfu; CoFA expired 01feb97 bought end 1996 but probably never delivered f/n TLL 25apr98; seen stored in full c/s, TLL apr02; l/n aug06; seen at the Tartu Aviation Museum (Tartu Lennundusmuseum, off airport) (N58.288565 E26.764631) aug06; l/n jul15 line # 44-01; toc 20feb78; rgd 10mar78; VIP aircraft, operated for the government of the Kazakh Soviet Republic opb 235 OAO f/n LED 17sep86; reported as Tu-134A-3 in an incident report at Ufa 14dec87 l/n LHM 24apr93; leased from Avialiniyi Kharkova; reportedly returned from lease jun93; see next line
60206	CCCP-65092 CCCP-65092 UR-65092	Tu-134AK Tu-134AK Tu-134A-3	AFL/Kazakhstan Soviet Gvt/AFL c/s AFL/Ukraine-HRK Aero Tumi	mfd trf trf rgd	09feb78 10aug81 16jul82 22jan93	l/n IST 28aug98 l/n LED 17sep86; reported as Tu-134A-3 in an incident report at Ufa 14dec87 l/n LHM 24apr93; leased from Avialiniyi Kharkova; reportedly returned from lease jun93; see next line

	OB-1492 UR-65092 OB-1553	Tu-134A-3 Tu-134A-3 Tu-134A-3	Aero Tumi Imperial Air Imperial Air	res i/s rgd	feb93 08nov93 19oct93	ntu, see previous line leased from Avialiniy Kharkova; reportedly subleased from Katram jun93; canx only 13aug08 named initially "Yawar Huaca" and later "Atahualpa"; f/n LIM 15jan94; dbr 15apr95 when made a wheels-up landing at Lima after a tyre had exploded on take-off from Cuzco; CofR expiry 25oct95; seen derelict at LIM sep97/apr06; canx 08feb00; broken up jul07 line # 44-02; toc 09mar78; rgd 17mar78; opb 235 OAO f/n IKT 25sep86; Tu-134A-3 by 1988; l/n HRK 1991 f/n LIM 10apr93; reported returned from lease jun93, see next line ntu, see previous line l/n LIM 15jan94, still as UR-65093, see next line named 'Sinchí Rocca'; registration not worn and ntu; CofR expiry 25oct93; canx 13apr94; see previous line; returned to Ukraine 14may94 no titles and all-white tail; l/n HRK 22aug97; canx 02oct97 f/n LGW 15feb98; l/n LED 04oct06 repainted in full c/s during overhaul; l/n operational LED 26dec08; wfu jan09; stored at LED, l/n jun10 line # 44-03; toc 13mar78; rgd 27mar78; opb 235 OAO; f/n LED 19aug83 l/n VKO 19may91, as Tu-134A-3
60215	CCCP-65093 CCCP-65093 UR-65093 OB-1491 UR-65093 OB-1552	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Ukraine-HRK Aero Tumi Aero Tumi Imperial Air Imperial Air	mfd trf rgd res i/s rgd	18feb78 09sep82 22jan93 feb93 25jul93 19oct93	was already f/n BRU 14mar94; l/n CDG 24aug99 seen KIV (N46.935388 E28.925836) 2007, wfu; l/n 28feb15; canx between 01jan16 and 11mar16 line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
83 60255	UR-65093 RA-65093 UR-65093 CCCP-65094 CCCP-65094 CCCP-65094 ER-65094 ER-65094	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	Imperial Air c/s Pulkovo Avia Rossiya Russian Al Soviet Gvt/AFL c/s AFL/Moldova-KIV Moldova Government Moldova Government Air Moldova	HRK rgd LED mfd trf HEL rgd FRA	23jun97 10nov97 17apr07 13mar78 28jan83 08jul92 22mar94 22may00	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60256	CCCP-65095(1)	Tu-134A	AFL/Belarus-MSQ	mfd	31jan78	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60257	CCCP-65096 RA-65096 RA-65096 RA-65096 RA-65096 RA-65096	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk Al Arkhangelsk Al Arkhangelsk Al Aeroflot-Nord	mfd AMS trf LED SVO SVO	22feb78 12jul93 22feb94 14apr99 14aug01 26feb07	seen KIV (N46.935388 E28.925836) 2007, wfu; l/n 28feb15; canx between 01jan16 and 11mar16 line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60258	CCCP-65100 RA-65100 RA-65100 RA-65100 RA-65100	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-ROV Donavia Donavia Donavia Aeroflot-Don	mfd trf LCA ROV rgd	22feb78 25nov93 19sep95 13may96 14nov00	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60260	CCCP-65101 RA-65101 RA-65101 RA-65101 RA-65101 RA-65101 RA-65101 RA-65101	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-REN Aeroflot Orenburg Airlines TyumenAviaTrans UTair Orenburg Airlines Alrosa Orenburg Airlines	mfd early93 trf VKO rgd OVB phot DME	22feb78 early93 25nov94 11jul02 22may03 11jul05 0 feb06 01dec06	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60267	CCCP-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102 RA-65102	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-ASF Aeroflot Astrakhan Airlines Astrakhan Airlines Bashkirian Al Astrakhan Airlines no titles Karat Tatarstan Aeromskovia Tsentr-Yug	mfd LED trf VKO UFA SAW ASF OVB DME DME MHP	28feb78 23oct93 13apr94 19aug99 28apr02 12apr05 2005 18may05 04jun07 20jan10 03apr12	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
83 60282	OK-IFN OK-IFN 4L-AAE	Tu-134A Tu-134A Tu-134A	CSA Czech Airlines Georgian Airlines	mfd PRG h/o	28feb78 jun95 19nov97	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
	no reg	Tu-134A	bare metal	ZIA	14aug01	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60297	CCCP-65103 RA-65103 RA-65103 RA-65103	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk Al Arkhangelsk Al	mfd ZRH trf SVO	28feb78 10jan93 22feb94 22aug01	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60301	CCCP-65104 RA-65104 RA-65104 RA-65104 RA-65104 RA-65104	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-ROV Aeroflot Donavia Donavia Aeroflot-Don Aeroflot-Don	mfd AKX trf MHP ROV	20mar78 24apr93 25nov93 09oct95 13aug01	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60308	CCCP-65105 LY-ABH RA-65105	Tu-134A Tu-134A Tu-134A	AFL/Lithuania-VNO Lithuanian Al Samara	mfd SNN trf	20mar78 11jan92 22nov95	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60315	CCCP-65106 CCCP-65106 EW-65106 YU-AJW	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Belarus-MSQ Pyramid Airlines Belavia Aviogenez	mfd CAI MSQ mfd	23mar78 16nov92 09jul93 22mar78	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60328	CCCP-69313 CCCP-65560 RA-65560 RA-65560 RA-65560 RA-65560 RA-65560 RA-65560 RA-65560 RA-65560	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	MAP Ulan-Ude APO MAP Ulan-Ude APO Rossiya Rossiya c/s Aviakomp. Bargizin KrasAir no titles Sibaviatrans UTair UTair Express	rgd rgd VKO trf IKT KJA DME OVV OVV GDZ	11mar86 18jul89 30aug93 20jul95 06jun01 01feb03 03mar04 25oct04 08jul05 05sep10	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60328	CCCP-65107 UR-65107 CCCP-65108 EW-65108 RA-65108 RA-65108	Tu-134A Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/Belarus-MSQ Belavia Severizing UTair	mfd rgd mfd ZRH rgd ARH	25mar78 26jan93 30mar78 12dec93 29jan04 01aug04	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60339	CCCP-65109 CCCP-65109 UR-65109 RA-65109	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Ukraine-HRK Av Ukr c/s, n/t Pulkovo Avia	mfd trf HRK rgd	27apr78 13jan83 23jun97 05may98	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
60343	CCCP-65110 HA-LBT RA-65110 RA-65110	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-REN Balaton Airlines Aeroflot Orenburg Airlines	mfd rgd DME trf	31mar78 1993 20mar93 25nov93	line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal c/s ?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402 line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91

	RA-65110	Tu-134A-3	TyumenAviaTrans	VKO	02aug02	l/n DME 08oct02
	RA-65110	Tu-134A-3	UTair	rgd	29jan03	f/n DME 28jun03
	RA-65110	Tu-134A-3	Orenburg Airlines	rgd	07jul03	f/n REN 27aug03, in basic Aeroflot c/s, no titles
	RA-65110	Tu-134A-3	Orenburg Airlines	DME	23jun04	again with titles; l/n DME 12aug05
60346	RA-65110	Tu-134A-3	Orenair	LED	03jan08	l/n LED 21nov08, active; seen REN 09may11, wfu
	CCCP-65111	Tu-134A	AFL/Latvia	mfd	24mar78	line # 45-09; toc 07apr78; rgd 16may78
	CCCP-65111	Tu-134A	AFL/Tajikistan	trf	26may80	month and year assumed, as unable to see the full date in the MGA document
	CCCP-65111	Tu-134A	AFL/Kyrgyzstan-FRU	trf	22oct80	
60350	EX-65111	Tu-134A-3	Kyrgyzstan Al	FRU	08may95	l/n FRU 17aug99; seen FRU jul02/nov04, dumped, in fleet list 31dec03 as stored
	CCCP-65112	Tu-134A	AFL/Latvia-RIX	mfd	25apr78	line # 45-10; toc 13may78; rgd 25may78
	CCCP-65112	Tu-134A	AFL/Estonia-TLL	trf	04jul80	f/n RIX 05sep81
	ES-AAI	Tu-134A	Estonian Air	HEL	17jun92	l/n FRA 21jul94
	RA-65112	Tu-134A	Aeroflot	rgd	15apr96	f/n MHP 13may96; f/n as Tu-134A-3 25dec96; l/n IST 17sep98
	RA-65112	Tu-134A-3	Pulkovo Avia	LED	01feb99	l/n active SVO 16feb07; wfu at LED, l/n 27apr07; broken up at LED in late apr/early may07
60380	CCCP-65113	Tu-134A	AFL/Estonia-TLL	toc	11may78	line # 46-01; rgd 31may78; f/n VKO 11aug80; l/n SVO 18may91
	ES-AAM	Tu-134A	Aeroflot c/s	HEL	14jun92	still in full Aeroflot c/s, but without flag on fin
	ES-AAM	Tu-134A	Estonian Air	ARN	jun92	in basic Aeroflot c/s with 'Estonian Air' titles; l/n TLL 09sep93
	RA-65113	Tu-134A	Aeroflot	rgd	10jul95	f/n SVO 21aug95
	RA-65113	Tu-134A	Pulkovo Avia	trf	10nov95	l/n KBP 04may99, in Aeroflot c/s and titles
	RA-65113	Tu-134A	Pulkovo Avia	AMS	19jan00	seen LED 29dec06 with add 'Rossiya' titles; l/n SVO 09may07
	RA-65113	Tu-134A-3	Rossiya Russian Al	LED	05jul07	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n active LED 09feb08; wfu apr08; l/n LED jun09, stored
60395	CCCP-65114	Tu-134A	Soviet Gvt/AFL c/s	mfd	12may78	line # 46-02; toc 19may78; rgd 31may78; opb 235 OAO; f/n HEL 23sep78; l/n HEL 21jul79
	CCCP-65114	Tu-134A	AFL/Ukraine-HRK	trf	01sep79	l/n VKO 08jul92 as Tu-134A-3
	UR-65114	Tu-134A-3	Aviaini. Ukrayiny	rgd	22jan93	l/n HRK 30aug93; l/n HRK 04may98
	UR-65114	Tu-134A-3	Air Kharkov	HRK	27apr99	wfu and stored HRK; canx 16aug00; l/n HRK jul07, in metallic c/s, unmarked
60405	CCCP-65115	Tu-134A	AFL/Kazakhstan-ALA	toc	19may78	line # 46-03; rgd 02jun78; f/n ALA 21apr84; seen DME 26sep91 as Tu-134A-3; l/n ALA 22apr93
	UN-65115	Tu-134A-3	Aeroflot	DME	22sep93	
	UN-65115	Tu-134A-3	Air Kazakstan	trf	26sep96	Almaty based, but never wore such titles
	UN-65115	Tu-134A-3	Kazakstan Airlines	ALA	04jun97	in graveyard; l/n aug02
60420	CCCP-65116	Tu-134A	AFL/Arkhangel.-ARH	mfd	24may78	line # 46-04; rgd 30jun78; on charge as of 01jul78; f/n LED 17sep86; l/n LED 07sep92, as Tu-134A-3
	RA-65116	Tu-134A-3	Aeroflot	SVO	07sep93	
	RA-65116	Tu-134A-3	Arkhangelsk Al	trf	22feb94	in new c/s with large cyrillic 'AVL' titles; f/n SHJ 08may94; Arkhangelsk Airlines was bought by Aeroflot aug04; l/n SVO 14aug06
60435	RA-65116	Tu-134A-3	Aeroflot-Nord	SVO	06nov06	l/n SVO 28aug09, active; operator renamed Nordavia in late 2009; stored at ARH, l/n jun10
	DM-SDM	Tu-134AK	EGAF/Interflug c/s	rgd	07jul78	line # 46-05; had East German Air Force serial 116 allocated; l/n SXF 30apr80
	DDR-SDM	Tu-134AK	EGAF/Interflug c/s	rgd	14sep81	departed SXF 02jul90 on delivery to, see below
	VN-A126	Tu-134AK	Vietnam Airlines	d/d	jul90	rgd 02jul90; f/n SIN 04aug90; reported dbr on heavy landing Ho Chi Minh 12jan91 and still present, wfu 25oct93/mar01, gone by jan04
60450	CCCP-65117	Tu-134A	AFL/Privolzhsk-REN	mfd	24may78	line # 46-06; rgd 27jun78; on charge as of 01jul78; f/n jun80; Tu-134A-3 by feb92; l/n KBP 13apr92
	HA-LBU	Tu-134A-3	Balaton Airlines	rgd	1993	in official register but not taken up
	RA-65117	Tu-134A-3	Aeroflot	LED	16jun93	
	RA-65117	Tu-134A-3	Orenburg Airlines	trf	25nov93	f/n REN 30sep94; l/n BTS 24aug98
	RA-65117	Tu-134A-3	Aviaexpresscruise	VKO	20may00	l/n VKO 01mar01; leased from Orenburg Airlines
	RA-65117	Tu-134A-3	Orenburg Airlines	VKO	08jul01	l/n VKO 22aug01
	RA-65117	Tu-134A-3	TyumenAviaTrans	VKO	08aug02	
	RA-65117	Tu-134A-3	Orenburg Airlines	rgd	23jun03	f/n DME 17aug03; l/n DME 21jul07
	RA-65117	Tu-134A-3	Orenair	DME	04aug07	in full c/s; l/n REN jul12; wfu; t/t 51,716 hours and 28,965 cycles; seen dismantled at REN and being prepared for transportation to St. Petersburg, which commenced 16sep14, with onward shipping to Antwerp and transportation to Hahn-am-See, to be used as a simulator for aircraft recovery procedures by Kunz GmbH; seen Hahn-am-See dec14 (N50.532622 E7.8807183) in basic ex Orenair c/s, 'www.kunz.aero' titles and 'Kunz' on the tail; l/n aug15
60462	CCCP-65118	Tu-134A	Soviet Gvt/AFL c/s	mfd	12jun78	line # 46-07; toc 26jun78; f/n HEL 08jul78; rgd 10jul78
	CCCP-65118	Tu-134A	AFL/Urals-CSK	trf	11jul80	l/n TAS 15apr92 as Tu-134A-3
	RA-65118	Tu-134A-3	Chelyabinsk Avia	trf	19may93	f/n IST 18jun93, Aeroflot c/s and titles
	RA-65118	Tu-134A-3	Chelyabinsk Avia	CEK	22aug95	l/n FRU oct04; additional 'Enkor' titles on nose; lsd to Enkor 15jun01/31dec04
	RA-65118	Tu-134A-3	Karat	CEK	24jun05	l/n SVX 15jul05, active; seen CEK 22jun06, stored; seen CEK 06mar12 in all-white c/s, no titles; l/n CEK aug12/aug16, wfu
60475	CCCP-65119	Tu-134A	Soviet Gvt/AFL c/s	mfd	14jun78	line # 46-08; toc 27jun78; rgd 10jul78; f/n HEL 26aug78
	CCCP-65119	Tu-134A	AFL/Moldova	trf	31mar81	
	CCCP-65119	Tu-134A	AFL/Kyrgyzstan-FRU	trf	19may81	l/n DME 10sep92, as Tu-134A-3
	65119	Tu-134A-3	Kyrgyzstan Al	FRU	25jan94	operated for the Kyrgyz Government; titles painted as such with the 'h' on the right-hand side
	EX-65119	Tu-134A-3	Kyrgyzstan Al	ZRH	28jan95	operated for the Kyrgyz Government; titles painted as such with the 'h' on the right-hand side; l/n FRU 11may98
	EX-65119	Tu-134A-3	ITEK Air	FRU	12dec01	l/n DME 02may04
	EX-65119	Tu-134A-3	Benin Golf Air	BZV	17aug04	l/sf ITEK Air; in basic ITEK Air c/s; l/n COO 20dec04
	60475	Tu-134A-3	Benin Golf Air	ROV	06sep06	l/sf ITEK Air; still in basic ITEK Air c/s
	RA-65577	Tu-134A-3	Tsentr-Avia	ROV	19feb08	in ARZ-412; c/n from JP-08
	RA-65577	Tu-134A-3	Izhavia	ROV	27jun08	in ARZ-412; in all-white c/s with 'Izhavia Udmurti' titles; l/n IJK 03jul16
60482	CCCP-65120(1)	Tu-134AK	Soviet Gvt/AFL c/s	mfd	24jun78	line # 46-09; toc 03jul78; rgd 13jul78; f/n HEL feb79; see c/n 93551025
	CCCP-65120(1)	Tu-134AK	AFL/Komi-SCW	trf	21may81	opb 75 LO; w/o 02jul86 on the leg from Syktyvkar to Moscow of a flight from Vorkuta to Moscow when a fire erupted in the rear luggage compartment (probably petrol from the tank of a chain saw had leaked and incinerated), the fire was detected while the aircraft was flying at a height of 5,600 metres, the decision to return to Syktyvkar was taken too late (the crew initially tried to extinguish the fire manually), when it became clear that the aircraft would not make it to Syktyvkar the crew tried for 9 minutes to find a place for an emergency landing but could not find one (due to the low cloud cover they had to fly very low) so that the aircraft had to land in a forest near Kopsa (75 km south-west of Syktyvkar, at N61°12' E49°49') and broke up, 2 of the 6 crew and 52 of the 86 passengers killed and all survivors injured; t/t 13,988 hours and 7,989 cycles; soc 31dec86
60495	DM-SCY	Tu-134A	Interflug	mfd	16jun78	line # 46-10; rgd 23jun78; l/n SXF 30apr80
	DDR-SCY	Tu-134A	Interflug	rgd	16apr81	f/n LGW 11jul81; l/n SXF apr90
	D-AOBM	Tu-134A	Interflug	rgd	03oct90	f/n SXF 03oct90; l/n SXF 24aug91
	CCCP-65622(2)	Tu-134A	AFL/Komi-SCW	SXF	16sep91	was rgd 11jul91 to Komiavia; see c/n 8350504
	RA-65622(2)	Tu-134A	Aeroflot	SCW	10jun94	in full c/s
	RA-65622(2)	Tu-134A	Aeroflot c/s, n/t	SVO	14apr97	l/n SVO 19aug97; was reported for Komiavia named 'Georgi'; l/n VKO 06jun99; l/n VKO 22jul07
	RA-65622(2)	Tu-134A	Alaniya	rgd	26oct98	l/n PEE 13jun10
	RA-65622(2)	Tu-134A	UTair	DME	09aug07	l/n PEE 13jun10
	RA-65622(2)	Tu-134A	UTair Express	OVb	19sep10	l/n operational VKO 19feb11; seen SCW sep11/jun13 stored; broken up there jul13
60505	CCCP-65121	Tu-134A	AFL/Kazakhstan-ALA	mfd	24jun78	line # 47-01; toc 30jun78; rgd 20jul78; f/n DME 22may91 as Tu-134A-3; l/n DME 12apr92
	UN-65121	Tu-134A-3	Aeroflot	ALA	24apr93	
	UN-65121	Tu-134A-3	Aeroflot c/s, n/t	DME	26sep94	l/n DME 07may95
	UN-65121	Tu-134A-3	Air Kazakstan	trf	26sep96	Almaty based, but never had such titles; seen ALA jun97/aug02 in the graveyard, as was out of hours
60518	CCCP-65122	Tu-134A	AFL/Privolzhsk-FUF	mfd	30jun78	line # 47-02; toc 07jul78; rgd 07aug78
	RA-65122	Tu-134A-3	Aeroflot	KUF	25apr93	
	RA-65122	Tu-134A-3	Samara	trf	24nov94	f/n KUF 19may96; l/n DME 24jul08; operator's certificate revoked 30sep08
60525	CCCP-65123	Tu-134AK	AFL/Ukraine-HRK	toc	16aug78	line # 47-03; rgd 18sep78; f/n FRA 04oct82; l/n HRK jun92, as Tu-134A-3
	UR-65123	Tu-134A-3	Imperial Air	LIM	feb94	
	OB-1490	Tu-134A-3	Aero Tumi	d/d	sep92	rgd 25feb93; reported returned from lease jun93
	OB-1490	Tu-134A-3	Imperial Air	i/s	23jul93	named 'Atahualpa'; CoFA expiry 28feb96; canx 06may96; seen LIM mar00/mar04, stored; broken up aug07
60540	CCCP-65097	Tu-134AK	MRP NPL 'Vzlyot'	mfd	29jul78	line # 47-04; rgd 14aug78; in Aeroflot c/s; f/n VKO 11aug84; still 'CCCP-' 06jul93
	RA-65097	Tu-134AK	MRP NPL 'Vzlyot'	ZIA	31aug93	in Aeroflot c/s, no titles
	RA-65097	Tu-134AK	United Nations	NBO	25nov94	leased from LII Zhukovskii; l/n ZIA 24aug95
	RA-65097	Tu-134AK	ex UN c/s, n/t	MST	19aug96	leased from LII Zhukovskii; l/n REN 29aug97
	RA-65097	Tu-134AK	Neftyyugansk Al	MHP	30jul98	in ARZ-407; in basic Aeroflot c/s
	RA-65097	Tu-134AK	Primair	DME	06aug99	leased from LII Zhukovskii; wears 'Moscow Dept. of Construction' badge; l/n ZIA 30jun06
	RA-65097	Tu-134AK	Kosmos	VKO	07feb07	with red/blue stripe and 'Kosmos' titles; already reported in technical inspection document 17oct06; Tu-134A-3 by jan10; l/n TOF 01oct11
	RA-65097	Tu-134A-3	RusJet	AAQ	23sep12	in full Kosmos c/s, no titles; operator from russianplanes.net; l/n HMA 29jun13
	RA-65097	Tu-134A-3	Tsentr-Yug	PEE	14aug13	in full Kosmos c/s, no titles; operator from russianplanes.net; l/n KRR 29jun14; seen CEK 09feb15, stored
60560	CCCP-65124	Tu-134A	AFL/Estonia-TLL	mfd	13jul78	line # 47-05; toc 27jul78; rgd 27sep78; f/n AER 11aug80
	ES-AAN	Tu-134A	Aeroflot	ARN	27jun92	in Aeroflot c/s with titles, no flag on tail
	ES-AAN	Tu-134A	Estonian Air	TLL	27aug93	l/n FRA 10oct95
	RA-65124	Tu-134A-3	Ashab Air	rgd	20dec96	f/n VKO 16apr97; seen ZIA aug01/aug03, stored
	RA-65124	Tu-134A-3	RusAir	MHP	18may05	in ARZ-407; l/n SVO 02aug12, stored, engineless and on the grass by 11oct12 seemingly to be scrapped soon
60575	CCCP-65125	Tu-134A	AFL/Latvia	mfd	29jul78	line # 47-06; toc 02aug78; rgd 19sep78
	CCCP-65125	Tu-134A	AFL/Kyrgyzstan-FRU	trf	02jun80	f/n TAS 15sep87
	EX-65125	Tu-134A-3	Kyrgyzstan Al	FRU	09may95	titles painted with the 'h' on right-hand side; l/n operational FRU 05oct00; seen FRU jul02/sep10, wfu
60588	CCCP-65126	Tu-134A	AFL/N.Kavkaz-MRV	mfd	08aug78	line # 47-07; toc 14aug78; rgd 18sep78; f/n LWO aug88; l/n STW 01oct91
	RA-65126	Tu-134A-3	Aeroflot	UFA	12jun94	
	RA-65126	Tu-134A-3	KavMinVody Avia	trf	15dec94	f/n MRV 15may96, type painted as Tu-134A, 'KMV' titles in black; underwent overhaul in 2001 and repainted with 'KMV' titles in red; seen painted as Tu-134A-3 LED mar02; stored MRV from sep07; l/n MRV 13feb09, wfu; broken up at MRV aug09
60612	DM-SDN	Tu-134AK	EGAF/Interflug c/s	rgd	25aug78	line # 47-08; had East German Air Force serial 117 allocated; l/n SXF 30apr80

60627	DDR-SDN	Tu-134AK	EGAF/Interflug c/s	rgd	15oct81	seen LHR 18sep86 and AMS 27apr88; departed SXF 17jun90 on to, see below
	VN-A128	Tu-134AK	Vietnam Airlines	rgd	17jun90	f/n DMK 18oct90; wfu 1996; seen SGN nov97/mar01, wfu and gone by jan04
	CCCP-65127	Tu-134A	AFL/Estonia-TLL	mfd	18aug78	line # 47-09; toc 24aug78; rgd 29sep78; f/n oct82
	ES-AAJ	Tu-134A	Estonian Air			allocated but no reports and probably not taken up, see next line
	EY-65127	Tu-134A	Tajik Government	MHP	09sep93	wearing 'Tajikistan' titles and national coat of arms but probably not delivered
RA-65127	Tu-134A	Aeroflot	STR	18jun94		
RA-65127	Tu-134A	Tyumen Airlines	trf	31aug94		
RA-65127	Tu-134A-3	Tyumen Airlines	TJM	15aug99	l/n SHJ 16mar98, in Aeroflot c/s and titles	
60628	RA-65127	Tu-134A-3	Kolavia	DME	04jul04	'ZapSibGazprom' titles last reported may05; in oct06 fleet list; l/n DME 27may06
	RA-65127	Tu-134A-3	UTair	GOJ	04jul07	l/n LED 09aug10
	RA-65127	Tu-134A-3	UTair Express	ROV	07jul11	l/n USK 25jul11; seen SCW (N61.659361 E50.865655) dec11/jun15 stored; owned by KomiAviaTrans and used as a simulator for the training of rescue services at the airport
	CCCP-65128	Tu-134A	AFL/Lithuania-VNO	mfd	30aug78	line # 47-10; toc 31aug78; rgd 27sep78; f/n aug81
	LY-ABI	Tu-134A	Lithuanian AI	SKG	may92	with Aeroflot cheatline and Lithuanian flag on tail; l/n HAJ 10sep94; canx 1996 as sold; CofA expired 02mar96
RA-65128	Tu-134A	Aeroflot	trf	20feb97	rgd 23apr97; f/n LHR 17may97; l/n LED 10nov00	
RA-65128	Tu-134A	Pulkovo Avia	FRA	15mar01	f/n as Tu-134A-3 LED 02jan02; reported in an incident report at LED 06apr02 when hit a dog while taxiing; wfu at LED, l/n jul06; broken up at LED apr/may07	
60630	CCCP-65129	Tu-134A	AFL/Privolzhsk-KZN	mfd	31aug78	line # 48-01; on charge as of 01oct78; rgd 03oct78; opb 261 LO; w/o 30aug83 on the leg from Chelyabinsk to Alma-Ata of a flight from Kazan to Alma-Ata when deviated from the prescribed approach pattern at night due to crew error and negligence on part of the ATC officer and descended in mountainous terrain, even after the GPWS sounded the crew did not abort the approach and the aircraft crashed at a height of 1,365 metres (24 metres below the summit) into the western slope of Mt. Dolan 36 km south-east of Alma-Ata airport, all 6 crew and 84 passengers killed, t/t 9,976 hours 37 minutes and 6,515 cycles; soc 26sep83
	CCCP-65130	Tu-134A	AFL/Kazakhstan-ALA	mfd	31aug78	line # 48-02; toc 15sep78; rgd 29sep78; f/n ALA 21apr84; Tu-134A-3 by sep92; l/n ALA 23apr93
	UN-65130	Tu-134A-3	Aeroflot	DME	07jul93	
	UN-65130	Tu-134A-3	Kazair	DME	11jul94	but not painted up directly, Almaty based; f/n ALA 15may98, still in Kazair markings
	UN-65130	Tu-134A-3	Air Kazakstan	trf	26sep96	l/n ALA sep99/dec03 in graveyard; not in 2001 fleet list
60637	UN-65130	Tu-134A-3	Air Kazakstan	DME	25nov98	line # 48-03; toc 30sep78; rgd 11oct78; f/n ODS aug83
	CCCP-65131	Tu-134A	AFL/Urals-CSK	mfd	22sep78	
	RA-65131	Tu-134A-3	Aeroflot	HEL	19dec92	
	RA-65131	Tu-134A-3	Chelyabinsk Avia	trf	19may93	f/n HEL 19jun93, Aeroflot c/s, no titles; l/n HEL 18sep93
	RA-65131	Tu-134A-3	Chelyabinsk Avia	VKO	09jul94	additional 'Enkor' titles on nose, was lsd to Enkor 15jun01/31dec04; wfu CEK, l/n 22jun06
RA-65131	Tu-134A-3	Karat	VKO	12aug06	l/n VKO 14sep06	
RA-65131	Tu-134A-3	Kolavia	DME	24nov06	repaired by Roand Image at DME nov06; l/n operational DME apr08; canx 22may08; stored at SGC, l/n may11; to be scrapped, but not at SGC; seen KGP (N62.192421 E74.529821) aug12/sep14 with last three of registration removed, in use as an emergency trainer by Lukoil	
60639	CCCP-65132	Tu-134A	AFL/Arkhangel.-ARH	mfd	25sep78	line # 48-04; toc 05oct78; rgd 17oct78; f/n LED 17sep86; l/n DME 17may91 as Tu-134A-3
	RA-65132	Tu-134A-3	Aeroflot	SVO	16may93	
	RA-65132	Tu-134A-3	Arkhangelsk AI	trf	22feb94	f/n BRU 24feb94 for repaint from Aeroflot c/s as, see next line
	RA-65132	Tu-134A-3	Clintondale Avn	BRU	02mar94	r/o and delivered ex Brussels 04mar94, leased from Arkhangelsk Airlines and based Arkhangelsk; l/n BUD 05mar98
	RA-65132	Tu-134A-3	Yamal	rgd	20may99	f/n SVO 16aug99; l/n SLY 13sep14; seen SLY 30aug15 after being lifted onto concrete blocks, for preservation
60642	LZ-TUS	Tu-134A	Balkan	mfd	29sep78	line # 48-05 ?; d/d sep78; seen LHR 23apr79; converted to Tu-134A-3 by 1988; l/n SXF 16apr90
	LZ-TUS	Tu-134A-3	Kish Air	SOF	1992	photo as such
	LZ-TUS	Tu-134A-3	Balkan	SOF	26jun93	wfu 1994
	RA-65941	Tu-134A-3	Aeroflot c/s, n/t	ATH	27jul95	operated for Moscow Airways
	RA-65941	Tu-134A-3	red/white/black	SOU	02may95	
RA-65941	Tu-134A-3	Menatep Bank	d/d	13jun98	f/n 14jun96; leased from Garry Kasparov Holding	
RA-65941	Tu-134A-3	Menatep Bank, n/t	VKO	03oct00	reported for Kosmos	
RA-65941	Tu-134A-3	RusLine, n/t	VKO	12aug06	repaired during overhaul by ARZ-407 in 2006 in white/grey c/s with blue/red cheatline; l/n GOJ 29mar09	
RA-65941	Tu-134A-3	Kosmos	VKO	27jun09	in white/light grey c/s with 'Russian flag' cheatline; l/n VKO 07jul11	
RA-65941	Tu-134A-3	RusJet n/t	GOJ	12feb12	in white/light grey c/s with 'Russian flag' cheatline; l/n GOJ 11dec15; broken up at GOJ mar16	
60645	CCCP-65133	Tu-134A	AFL/Belarus-MSQ	mfd	30sep78	line # 48-06; toc 06oct78; rgd 17oct78; f/n SVO 29aug88
	CCCP-65133	Tu-134A-3	Belarussia AI	SNN	27apr92	l/n SNN 10aug92 with additional small 'Aeroflot' titles below the cheatline
	CCCP-65133	Tu-134A-3	Pyramid Airlines	SVO	sep92	in basic Aeroflot c/s with blue emblem on tail and 'Arab A. Aviation Co.' titles; seen CAI 02nov92; l/n MSQ 09jul93
	EW-65133	Tu-134A-3	Belavia	MSQ	07sep93	l/n SVO 11may01; seen ALA 08jun01 with additional 'Kazakhstan Airlines' titles; wfu, parked on the grass MSQ; seen aug07/apr11; not in Belavia fleet list feb08
	CCCP-65134	Tu-134A	AFL/Ukraine-KBP	mfd	30sep78	line # 48-07; toc 11oct78; rgd 03nov78; f/n SXF 14apr79
60648	CCCP-65134	Tu-134A	Avialini. Ukrayiny	VKO	19aug92	with additional small Aeroflot titles below the cheatline, small prefix only; l/n DUS 14nov92
	65134	Tu-134A	Avialini. Ukrayiny	FRA	25dec92	
	UR-65134	Tu-134A-3	Avialini. Ukrayiny	rgd	21jan93	f/n VKO 16jul93; seen KBP sep99, wfu; canx 15jun07; l/n jul07, derelict, only front fuselage remaining
	CCCP-65135	Tu-134A	AFL/Moldova	mfd	24oct78	line # 48-08; rgd 10nov78; on charge as of 01jan79
	CCCP-65135	Tu-134A	AFL/Ukraine-KBP	trf	09jul80	f/n SXF 27dec80; Tu-134A-3 by aug92 still with Soviet flag; Soviet flag removed by sep92; l/n KBP 07sep92
CCCP-65135	Tu-134A-3	Avialini. Ukrayiny	PRG	03nov92		
UR-65135	Tu-134A-3	Avialini. Ukrayiny	PRG	26dec92	rgd 10jan93; last seen operational VKO 08jul01; seen wfu KBP may04; adorned with painted birds since dec05; canx 15may07; l/n KBP jul07, engineless to be scrapped	
60650	"01" red	Tu-134AK	Soviet Air Force	mfd	26oct78	line # 48-09; opb 70 oitap on / Space Training Centre at Chkalovski; c/s as per Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83
	"01" red	Tu-134AK	Russian Air Force	ROV	11aug99	in ARZ-412; with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 30dec99
	"01" blue	Tu-134A-3	Russian Air Force	CKL	19aug01	no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repaired during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; l/n CKL 04aug08
RF-65150	Tu-134A-3	Russian Air Force	CKL	18mar09	c/n confirmed; opb 70 oitap ON at Chkalovski; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Y.A. Gagarin Space Training Centre) titles and badge; 'RA' painted under the right wing, but no number painted under the left wing; tactical code on nose-gear doors only; t/t 5,007 hours and 4,355 cycles by 09jul10; l/n CKL nov10; seen MHP flying in primer c/s with just '65150' on engine; seen MHP 07dec12 being respayed	
RF-65150	Tu-134A-3	Roscosmos	CKL	25jan13	based at Chkalovski; repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Centre'/'Tsentr podgotovki kosmonavtov' titles on fuselage; l/n CKL may16	
60885	CCCP-65136	Tu-134A	AFL/Privolzhsk-REN	mfd	31oct78	line # 48-10; toc 10nov78; rgd 05dec78; f/n LED 01sep81; l/n DME 16aug92, as Tu-134A-3
	RA-65136	Tu-134A-3	Aeroflot	DME	20mar93	
	RA-65136	Tu-134A-3	Orenburg Airlines	trf	25nov93	f/n IST may96; l/n DME 16aug02
	RA-65136	Tu-134A-3	UTair	DME	11jun05	l/sf Orenburg Airlines; l/n VKO 24sep07; still in fleet list 15nov07
	RA-65136	Tu-134A-3	Orenair	VKO	16feb08	already in fleet list 15jan08; in basic Aeroflot c/s; l/n LED 26mar10
60890	CCCP-65137	Tu-134A	AFL/Urals-KVX	mfd	21nov78	line # 49-01; rgd 12dec78; on charge as of 01jan79; f/n DME 30aug88
	RA-65137	Tu-134A-3	Kirov Air	trf	18apr94	f/n LED 10jun94, Aeroflot c/s and titles
	RA-65137	Tu-134A-3	Kirov Air	DME	04jul94	in Aeroflot c/s, no titles; l/n MHP 13jun99, all-white c/s, no titles
	RA-65137	Tu-134A-3	Karat	rgd	01nov00	leased from Kirov Air; f/n VKO 25feb01; l/n GOJ 10may07; sold to Tatarstan for spares may07 but remained at GOJ; cannibalised by sep07 and engineless09aug11; broken up and only tail remained 24sep12
	60907	CCCP-65138	Tu-134A	AFL/Kazakhstan-ALA	mfd	21nov78
UN-65138	Tu-134A-3	Kazair	ALA	oct94	converted to a make-shift freighter with larger door, but rarely used as a freighter	
UN-65138	Tu-134A-3	Air Kazakstan	trf	26sep96	Almaty based, but never had such titles; l/n ALA 30jun99; broken up at ALA aug/sep99	
CCCP-65139	Tu-134A	AFL/N.Kavkaz-MRV	mfd	17nov78	line # 49-03; toc 28nov78; rgd 05dec78; f/n SKD 28apr89; l/n STW 05oct91	
RA-65139	Tu-134A	Aeroflot	ATH	02jun93		
RA-65139	Tu-134A	KavMinVody Avia	trf	15dec94	l/n KUF 01dec97, in Aeroflot c/s and titles	
RA-65139	Tu-134A	KavMinVody Avia	LED	09jul98	in Aeroflot c/s, no titles; l/n VKO 20aug99	
RA-65139	Tu-134A	KavMinVody Avia	VKO	29may00	Tu-134A-3 since at least aug03; l/n operational MRV 27aug05; still in fleet list nov06; seen partly dismantled MRV 24may08, tail and wings removed by 21aug08, gone by 03sep08	
60925	VN-A102	Tu-134A	Hãng Không Vietnam	mfd	27dec78	line # 49-04; f/n HAN apr80; crashed on approach DMK 09sep88 in poor weather due to wind shear or possibly after encountering wake turbulence from a Philippine Airlines DC-10, t/t 4,068 hours 56 minutes and 1,537 cycles
	60932	CCCP-65140	Tu-134AK	Soviet Gvt/AFL c/s	mfd	29dec78
CCCP-65140	Tu-134A-3	AFL/Moldova-KIV	trf	05jul83		
ER-65140	Tu-134A-3	Air Moldova	FRA	16may92	with additional small 'Aeroflot' titles below cheatline; l/n FRA 29aug92	
ER-65140	Tu-134A-3	Air Moldova	rgd	12apr94	f/n KIV 21sep94; seen VKO 25may00 without titles (after a lease); seen KIV 29may00, again with titles; l/n VKO 16aug01	
60945	CCCP-65141	Tu-134A-3	Moldovan Governmt	LCA	01may03	in white c/s with blue stripes on tail, 'Moldo;va' titles and Moldovan coat-of-arms on fin; l/n KIV feb15; canx between 01jan16 and 11mar16
CCCP-65141	Tu-134A	AFL/Urals-PEE	mfd	25dec78	line # 49-06; toc 05jan79; rgd 25jan79	
RA-65141	Tu-134A-3	AFL/Urals-IJK	trf	unknown	f/n DME 22may91 as Tu-134A-3; l/n LED 31may92	
RA-65141	Tu-134A-3	Aeroflot	LED	12oct93		
RA-65141	Tu-134A-3	Izhavia	trf	29aug95	f/n DME 20aug97, Aeroflot c/s, no titles	
RA-65141	Tu-134A-3	Izhavia	DME	22nov01	with additional 'Udmurtiya' titles; seen KUF 03oct08; CofA expired 19dec08; l/n Izhevsk 14jun11, stored; broken up at IJK in 2014	
60955	CCCP-65142	Tu-134A	AFL/Privolzhsk-REN	mfd	10jan79	line # 49-07; toc 17jan79; rgd 31jan79; opb 195 LO Orenburgskogo OAO; f/n DME oct85; damaged at CSY 17dec80 when hit a snow plough which had broken down on the runway; repaired; dbr 22jun86 on a

	UN-65683	Tu-134AK	Kazakh Government	ALA	oct94	stinger-tail (Balkany); 'Kazakhstan' titles; seen ALA 25jun10, parked in a storage compound; seen MHP 31nov11 in revised c/s with white top, light blue undersides and 'Kazakhstan' titles, stinger removed; l/n 07aug16
62205	CCCP-65684	Tu-134AK	Soviet AF/AFL c/s	rgd	28may79	line # 51-07; f/n SXF 08oct79; converted to stinger-tail (Balkany) after 1986 and f/n as such CKL aug88; l/n SVX 20apr93
	RA-65684	Tu-134AK	Russian AF/AFL c/s	SVX	23aug95	l/n SVX 24aug03 with 'Rossiya' titles and stinger-tail (Balkany)
	65684	Tu-134AK	Russian Air Force	SVX	14jul05	with stinger-tail (Balkany); in basic Aeroflot c/s, Russian flag on the tail and named 'Yekaterinburg'
	RA-65684	Tu-134AK	Russian Air Force	SVX	22jun06	with stinger-tail (Balkany); in basic Aeroflot c/s, named 'Yekaterinburg'; carried code "04" blue on the nose wheel door; l/n as such KUF 27jan09; name changed to "Rostov-na-Donu" later in 2009, f/n as such CKL 05feb10; l/n Rostov-na-Donu-Tsentralny 03mar11
	RF-66052	Tu-134AK	Russian Air Force	Roc	16jun11	with stinger-tail (Balkany); still with old registration under the wings; named 'Rostov-na-Donu'; in basic Aeroflot c/s and carried code "04" blue on the nose wheel door with 'VVV Rossi' titles; l/n CKL 15jul16
62215	CCCP-65757	Tu-134A	AFL/GosNII GA	mfd	28apr79	line # 51-08; toc 14jun79
	CCCP-65757	Tu-134A	AFL/Ukraine-KBP	trf	02oct79	rgd 18oct79; f/n CDG dec82
	CCCP-65757	Tu-134A	Avialini. Ukrayiny	MUC	aug92	with additional small Aeroflot titles below the cheatline; l/n PRG 01dec92
	UR-65757	Tu-134A	Avialini. Ukrayiny	rgd	10jan93	l/n LGW 28dec92; f/n as Tu-134A-3 BUD 03dec96; seen KBP may04/jul07, wfu and stored; canx 15jun07, in the process of being scrapped 04jun08
62230	CCCP-65758	Tu-134A	AFL/Privolzhsk-KUF	mfd	29apr79	line # 51-09; toc 08may79; rgd 28may79; f/n AER 11aug80
	RA-65758	Tu-134A	Aeroflot	KUF	25apr93	
	RA-65758	Tu-134A	Samara	trf	24nov94	f/n MHP 08oct95; l/n DME 26aug06; operator's certificate revoked 30sep08
62239	CCCP-65759	Tu-134A	AFL/Estonia-TLL	mfd	30apr79	line # 51-10; toc 05may79; rgd 28may79; f/n SVO 25sep87
	ES-AAO	Tu-134A	Estonian Air	FRA	13jun92	still in full Aeroflot c/s with 'Aeroflot' titles; l/n SVO 07sep92
	ES-AAO	Tu-134A	Estonian Air	TLL	27aug93	now with 'Estonian Air' titles; l/n LGW 25jul94
	RA-65759	Tu-134A	Aeroflot	rgd	10jul95	to Pulkovo Avia; f/n AMS 04oct95; l/n AMS 06jul97
	RA-65759	Tu-134A	Pulkovo Avia	AMS	12nov97	seen LGW 09jan00 as Tu-134A-3; l/n KUF 24may07 with additional 'Rossiya' titles
	RA-65759	Tu-134A-3	Rossiya Russian Al	SVO	28jul07	l/n LED 30oct08; wfu dec08; photo LED 17apr09; broken up aug09 at LED
62244	CCCP-65761	Tu-134AK	Soviet Gvt/AFL c/s	mfd	11may79	line # 52-01; toc 04jun79; rgd 08jun79; opb 235 OAO; f/n CDG 30apr80
	CCCP-65761	Tu-134AK	AFL/Ukraine-HRK	trf	22oct83	
	UR-65761	Tu-134A-3	Avialini. Ukrayiny	VKO	05jul93	opb Avialiniyi Kharkova; l/n IST 22may98
	UR-65761	Tu-134A-3	Air Kharkiv	HRK	21jun99	Avialiniyi Kharkova; l/n operational IST 10nov00; stored at HRK, seen may08/mar09; canx 13aug08
62259	DM-SDO	Tu-134AK	EGAF/Interflug c/s	rgd	31may79	line # 52-02; had East German Air Force serial 118 allocated
	DDR-SDO	Tu-134AK	EGAF/Interflug c/s	rgd	31aug81	seen LHR 13mar83; departed SXF 02jul90 on delivery to, see below
	VN-A130	Tu-134AK	Vietnam Airlines	rgd	02jul90	f/n 30aug91; wfu end 1996; seen HAN sep98/sep02, wfu and gone by jan04
62279	CCCP-65762	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	23may79	line # 52-03; toc 05jun79; rgd 26jun79; f/n VKO 31aug81; l/n LED 06sep92, as Tu-134A-3
	RA-65762	Tu-134A-3	Aeroflot	LED	15jun93	
	RA-65762	Tu-134A-3	Voronezh Avia	trf	01aug94	f/n VKO 24aug97; l/n VOZ 01sep04
	RA-65762	Tu-134A-3	Voronezh Avia, n/t	SVO	01may05	had Rostov-na-Donu ARZ-412 sticker next to front door; l/n SVO 20aug05
	RA-65762	Tu-134A-3	Polet, n/t	DME	01oct05	had Rostov-na-Donu ARZ-412 sticker next to front door; seen GOJ 01nov08, no titles; seen KUF aug13 (N53.512467 E50.161276) as such with the registration painted out but still visible on top of the wing, parked on the grass with many parts missing; l/n jul16
62299	CCCP-65763	Tu-134A	AFL/Tajikistan-LBD	mfd	31may79	line # 52-04; toc 05jun79; rgd 14jun79; f/n DUS 19sep87; l/n KUF 25apr93, as Tu-134A-3
	EY-65763	Tu-134A-3	Tajik Air	DME	23sep94	still in fleet list 30sep00, see next lines
	EY-65763	Tu-134A-3	SAN	VKO	25aug97	
	EY-65763	Tu-134A-3	Co.A.G.E. Airlines	SHJ	11may00	l/n SHJ 15jan01
	EY-65763	Tu-134A-3	Tajik Air	SHJ	03nov01	carried a 'Shaheed Air' sticker 2002/04; l/n RKT 05may07; in Tajik Air fleet list oct07 as stored; seen LBD aug12/sep16 as such
62305	CCCP-65764	Tu-134AK	Soviet Gvt/AFL c/s	mfd	22jun79	line # 52-05; toc 27jun79; rgd 02jul79; opb 235 OAO; f/n SVO 29dec79
	CCCP-65764	Tu-134AK	AFL/Uzbekistan	trf	27nov81	
	CCCP-65764	Tu-134AK	AFL/Ukraine-HRK	trf	23sep83	l/n VKO 11sep92 as Tu-134A-3
	UR-65764	Tu-134A-3	Avialini. Ukrayiny	VKO	27apr93	opb Avialiniyi Kharkova; l/n HRK 04may98
	UR-65764	Tu-134A-3	Air Kharkiv	IST	15sep98	Avialiniyi Kharkova; l/n TAT 06jan99
	EW-65764	Tu-134A-3	no titles	MSQ	24sep99	opb Avialiniyi Kharkova; in basic Avialiniyi Ukrayiny c/s
	UR-65764	Tu-134A-3	Air Kharkiv	HRK	10jul07	in basic Avialiniyi Ukrayiny c/s with 'Air Kharkiv' titles; not in 2001 fleet list; seen HRK jul07, wfu without engines; canx 13aug08; l/n mar09
62315	CCCP-65765	Tu-134A	AFL/Ukraine-KBP	mfd	18jun79	line # 52-06; toc 28jun79; rgd 06jul79; f/n CDG 19apr80; l/n KBP 07sep92, white tail without flag
	UR-65765	Tu-134A	Avialini. Ukrayiny	rgd	26jan93	f/n AMS 03mar93; f/n as a Tu-134A-3 08may00; l/n KBP 22may04; canx 02feb10, but see next line
	UR-SAL	Tu-134A-3	South Airlines	ODS	nov04	leased from Avialiniyi Ukrayiny and eventually bought in 2006; initially carried 'Pivdenni Avialiniyi' titles plus a dolphin logo with 'Odessa' above it (in Cyrillic on the right-hand side); l/n as such KBP 22aug05; repainted in all-white c/s with blue engines and no titles; f/n as such VKO 02dec07; canx 03feb10; stored at ODS, seen oct10/dec11; painted in full Aeroflot c/s (but with blue engines) for a movie, seen as such ODS 27feb12; l/n ODS 30jan13; photo all-white c/s, blue engines without registration ODS 04apr14/26sep14
62327	CCCP-65766	Tu-134A	AFL/N.Kavkaz-ROV	mfd	28jun79	line # 52-07; toc 29jun79; rgd 09jul79
	CCCP-65766	Tu-134A	AFL/N.Kavkaz-GRV	trf	unknown	opb 82 LO; f/n VKO 31aug81; w/o 20oct86 on the leg from Sverdlovsk to Kuibyshev-Kurumoch of a flight from Sverdlovsk to Grozny when the captain decided to practise an instrument landing at Kurumoch (with the shutter of the cockpit window closed) although visibility was good, on touch-down vertical and horizontal speed were too high, the aircraft touched down with 4.8 g, the landing gear broke, the aircraft broke up, came to rest upside down and caught fire, 4 of the 7 crew and 66 of the 87 passengers killed and all but 2 survivors injured; t/t 16,154 hours 20 minutes and 9,689 cycles; soc and canx 25dec86; the surviving captain was imprisoned for many years; wreck still present 28aug97
62335	CCCP-65767	Tu-134A	AFL/Kazakhstan-ALA	mfd	28jun79	line # 52-08; toc 06jul79; rgd 20jul79; f/n AER 11aug80; l/n ALA 22apr93 as Tu-134A-3
	UN-65767	Tu-134A-3	Aeroflot	DME	30aug93	reported for Kazakhstan Airlines
	UN-65767	Tu-134A-3	Kazakhstan Airlines	ALA	04jul97	in basic ex Aeroflot c/s with blue tail, no titles; seen ALA sep99/dec03 in the graveyard
62350	CCCP-65768	Tu-134A	AFL/Ural	mfd	30jun79	line # 52-09; toc 05jul79; rgd 19jul79
	CCCP-65768	Tu-134A	AFL/Estonia-TLL	trf	07jun85	f/n LED 13sep87; l/n FRA 01may92
	ES-AAL	Tu-134A	Estonian Air	FRA	27jun92	l/n MHP 13may96/23aug96
	RA-65575	Tu-134A	Chernomorskiye Al	rgd	11jul96	f/n KUF dec96; l/n Gyumri 07mar01; soc 19jun01 and canx 07aug01 as leased to Armenia
	EK-65575	Tu-134A	Armavia	VKO	15aug01	l/n IST 24sep02
	EK-65575	Tu-134A	Gyumri Airlines	SXF	22jun04	l/n ROV 16apr05
	RA-65575	Tu-134A-3	UTair	DME	01jun06	l/n LED 17jul10
	RA-65575	Tu-134A-3	UTair Express	VKO	13sep10	l/n ROV 13jul13; broken up ROV mar15
62375	CCCP-65685	Tu-134AK	Soviet AF/AFL c/s	mfd	1979	line # 52-10
	RA-65685	Tu-134A-3	Russian Air Force	Dmn	09sep03	initially based at Ulan-Ude and later at OVB; in non-standard c/s with a cheatline similar to Gazpromavia and Aeroflot RIA Tu-154M style grey/blue tail, blue engine nacelles and no titles; overhauled by RZGA No. 412 from 03oct12, t/t 5,124 hours and 4,473 cycles by then; l/n AER 13feb14
	RF-90915	Tu-134A-3	Russian Air Force	OVB	14jun14	in non-standard c/s with a cheatline similar to Gazpromavia and Aeroflot RIA Tu-154M style grey/blue tail, blue engine nacelles and no titles; l/n ABA 15nov16
62390	CCCP-65686	Tu-134AK	Soviet AF/AFL c/s	mfd	26jul79	line # 53-01; rgd 09oct79; f/n Spenberg 22jan80; converted to stinger-tail (Balkany) after 1986 and f/n as such CKL aug88
	ER-65686	Tu-134AK	Moldovan Air Force	KIV	21sep94	stinger-tail (Balkany); no titles
	ER-AAZ	Tu-134AK	Moldavian Airlines	rgd	27dec96	f/n BUD 15may97; l/n ROV 16feb98; stinger-tail removed
	ER-TCF	Tu-134A-3	Moldavian Airlines	BUD	02mar98	l/n KIV 03apr03
	ER-TCF	Tu-134A-3	Vichi	KIV	feb03	
	ER-TCF	Tu-134A-3	UTAGE	SSG	feb04	and Bata 05feb04
	ER-TCF	Tu-134A-3	Vichi	KIV	02sep04	seen KIV (N46.934831 E28.925370) sep05/feb15, wfu; logo on forward fuselage but not Vichi; no titles on the right hand side; canx between 09oct14 and 26jan15, but current again by apr15; l/n KIV 28apr15; still current on register 31dec15
62400	CCCP-65687	Tu-134IK	MRP NII-17	rgd	20may80	line # 53-02; anti-submarine warfare systems test-bed, was the first Tu-134IK, see c/n 66140 and 64454; w/o 17jun82 on a positioning flight from Zhukovskii to Severomorsk-1 (Murmansk region) when descended below the glide path while on an ILS approach to Severomorsk-1 in bad visibility, deviated to the left of the localizer, the pilot ignored the GPWS sound and warnings by ATC and the navigator, at an altitude of 206 metres the wing struck a wire of a radio mast on top of a hill, control was lost and the aircraft crashed onto a slope near the airfield, 9 out of 10 crew and all 6 passengers killed and the sole survivor (the captain) slightly injured; canx 30aug82
62415	CCCP-65769	Tu-134A	AFL/International	mfd	08aug79	line # 53-03; toc 22aug79; rgd 12sep79; was already f/n LGW 01sep79; carried additional 'Official Olympic Carrier' titles, still as such by jun80; Tu-134A-3 by apr91; l/n SVO 14aug92
	RA-65769	Tu-134A-3	Aeroflot Rus. Al	MLA	28oct92	l/n LED 27sep07; last Aeroflot service dec07; offered for sale 14apr08 with t/t 46,821 hours; sold 16may08; l/n SVO 07sep08; reported broken up at SVO in 2009
62430	CCCP-65770	Tu-134A	AFL/International	mfd	28aug79	line # 53-04; toc 30aug79; rgd 12sep79; f/n LGW 15sep79; carried additional 'Official Olympic Carrier' titles in 1979; Tu-134A-3 by may85; l/n SVO 14aug92
	RA-65770	Tu-134A-3	Aeroflot Rus. Al	HEL	14nov92	repainted in the new c/s; last service dec07; offered for sale 14apr08 with t/t 45,416 hours and sold 16may08 (to a scrapper ?); l/n complete SVO 09oct08; seen wfu at SVO, without engines, titles and registration painted out jan09; scrapped at SVO jan/feb09, wings cut off 29jan09
62445	CCCP-65771	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31aug79	line # 53-05; toc 06sep79; rgd 18sep79; opb 235 OAO; f/n AMS 07jan80
	CCCP-65771	Tu-134AK	AFL/N.Kavkaz-ROV	trf	15mar84	l/n VKO 21jul91
	RA-65771	Tu-134AK	Aeroflot	HEL	07nov92	
	RA-65771	Tu-134AK	Donavia	trf	25nov93	
	RA-65771	Tu-134A-3	Aeroflot c/s, n/t	ATH	30oct94	l/n ROV 13may96
	RA-65771	Tu-134A-3	Donavia	MHP	18aug97	l/n VKO 04oct00
	RA-65771	Tu-134A-3	Aeroflot-Don	rgd	18apr00	in basic old Donavia c/s; f/n ROV 08aug01; offered for sale nov08; l/n AER 19sep09; operator renamed Donavia 25sep09
	RA-65771	Tu-134A-3	RusAir	OVB	04jan10	small logo only, old Donavia tail; l/n VKO 30jun10
	RA-65771	Tu-134A-3	Kosmos	KJA	07jul10	old Donavia tail; l/n ROV 25aug10
62458	VN-A112	Tu-134AK	Hãng Không Vietnam	d/d	sep79	line # 53-06; with glass nose and ROZ-1 radar; initially in basic Aeroflot c/s; f/n HAN apr80; used for colour scheme experiments

62472	VN-A112 CCCP-65772 EW-65772	Tu-134AK Tu-134A Tu-134A	Vietnam Airlines AFL/Belarus-MSQ Belavia	fr. mfd MHP	1990 19sep79 10jul94	f/n SGN jan91; f/n as Tu-134A-3 BKK 24oct93; seen HAN sep98/nov02, wfu; no longer present jan04 line # 53-07; toc 29sep79; rgd 15nov79; f/n SXF 27may80; l/n MSQ 07sep93 f/n as Tu-134A-3 SVO 24sep94; l/n MSQ aug07/apr11, stored; not in Belavia fleet list feb08 line # 53-08; toc 23nov79; rgd 04dec79; opb 235 OAO; f/n SXF 17apr81
62495	CCCP-65773 CCCP-65773 UR-65773 UR-65773 UR-65773	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Ukraine-HRK Avialini. Ukrayiny Air Kharkiv South Airlines	mfd trf HRK IST EVN	05nov79 15mar84 15jul93 01sep98 27aug00	opb Avialiniyi Kharkova; l/n HRK 22aug98 Avialiniyi Kharkova; l/n LCA 25oct99 leased from Avialiniyi Kharkova; carried additional 'Pivdenni Avialiniyi' titles jan/feb01; l/n active ODS 30aug01; seen HRK jul08, wfu; canx 13aug08; l/n mar09 line # 53-09; toc 28sep79; rgd 15nov79; f/n TBS 20aug80; l/n LED 06apr91, as Tu-134A-3 l/n IST 18jun93 l/n CDG 09aug95 seen TBS oct01/jul05, wfu; not in 2001 fleet list line # 53-10; toc 11oct79; rgd 11nov79; f/n AMS mar74
62519	CCCP-65774 65774 4L-65774 4L-65774	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Georgia-TBS Orbi Orbi Georgian Airlines	mfd VIE PRG DXB	24sep79 02may92 26jan94 15mar98	seen TBS oct01/jul05, wfu; not in 2001 fleet list line # 53-10; toc 11oct79; rgd 11nov79; f/n AMS mar74
62530	CCCP-65775 RA-65775 RA-65775 UN-65776 UN-65776 UN-65776 UN-65776 UN-65776 UN-65776 UN-65776	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Urals-PEE Aeroflot Permskiye Avialin. Permskiye Avialin. AFL/Kazakhstan-ALA Kazair Air Kazakstan Kaz TransAir Air Kazakstan, n/t Kaz TransAir Euro-Asia Air Kaz TransAir SAT Airlines	mfd LED trf IST mfd FRA trf SVO DXB ALA TSE SVO trf	11oct79 16jun93 30mar94 08apr96 29sep79 04nov94 26sep96 20sep00 29dec01 06aug02 27may04 04oct04 2006	f/n PEE 23aug95, Aeroflot c/s, no titles l/n DME 18jun08; stored PEE 10apr10/aug14, missing its nose undercarriage line # 54-01; toc 09oct79; rgd 22oct79; f/n ALA 22sep87 l/n BUD 03jul98 f/n BUD 13nov98; l/n ALA 24sep99; not in 2001 fleet list l/n ALA 08jun01 l/n ALA 29jun02 and FRU 16jul02, but titles not reported l/n DXB 31mar04 titles presumably small on nose photo; l/n DXB 27mar05; still under Euro Asia Air in JP-05 named 'Kuatti'; f/n DXB 19oct06; l/n GOJ 11jan08; seen ALA 07may08, titles not readable but not yet 'Jet Airlines'
62552	UN-65776 UP-T3403 CCCP-65777 CCCP-65777 RA-65777 RA-65777 RA-65777 RA-65777 RA-65777 RA-65777 CCCP-65777 CCCP-65604(2) CCCP-65604(2) CCCP-65604(2) RA-65604(2) RA-65604(2) RA-65604(2) RA-65604(2) RA-65604(2) RA-65604(2) RA-65604(2)	Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Jet Airlines Jet Airlines AFL/International AFL/Komi-SCW Aeroflot Komiavia Komiavia Aeroflot Rus. Al Komiinteravia Utair Utair Express Aeroflot MRP NPO "Vzlyot" Soviet Air Force MRP NPO "Vzlyot" MRP NPO "Vzlyot" United Nations all-white c/s Neft'yeyugansk Al Primair Chernomor Avia Primair Sirius-Aero	ALA ALA mfd trf RJK trf KBP rgd DME rgd VKO SCW mfd trf rgd VKO VKO ZIA OZH DME DME ZIA VKO TSE	30may08 17jun08 17oct79 12apr85 06nov92 22feb94 04may99 28dec00 30nov02 28jan03 24oct10 20aug16 02nov79 29jun88 27jun91 05sep93 06may94 06jul96 06jul98 20jun99 18aug00 09jul05 22apr07	c/n not checked; l/n ALA nov12/jul16, stored line # 54-02; toc 06nov79; rgd 07dec79; f/n FRA 25dec79; carried additional 'Official Olympic Carrier' titles, seen as such mar80 Tu-134A-3 by sep90; l/n SVO 30jun92 l/n LCA 10aug98, in Aeroflot c/s and titles l/n SVO 20aug01; leased to Aeroflot Russian Airlines from Komiinteravia see previous line, bought from Komiinteravia; seen DME 30nov02 Isf Komiinteravia since 25dec02; f/n TJM 09jul04; l/n KRR 21jun10 seen SCW mar12/jul16, stored repainted in full original Aeroflot c/s; l/n SCW sep16 line # 54-03; rgd 14dec79; see c/n 6350101 avionics test-bed; in Aeroflot c/s; f/n ZIA 19aug92 c/s not reported; experimental equipment removed prior to UNFP lease l/n ZIA 15jun94; leased from Zhukovski Flight Research Institute ex-UN colours; l/n VKO 24aug97 with 'Chernomor' logo on nose l/n DME 20nov98 l/n DME 19sep99; l/n IST 12jun00, titles not reported seen ZIA aug02/aug04, stored ?; l/n stored MHP 19may05 very small titles under nose, not deciphered; last overhaul completed 23jun05; l/n VKO 25jul06 VIP aircraft for 32 passengers; small titles on nose only; offered for sale 05nov08 with t/t 9,834 hours and 5,096 cycles and again 22jun09; l/n GOJ 17jan13; airlifted out of GOJ 25jan13 as underlung load by Mi-26T RF-32822 to a new location, at present unknown line # 54-04; initially opb 5 ae 10 okbon at CKL; trf to 2 ae 354 apob at CKL dec81; f/n Sperenberg 12jul80; converted to stinger-tail (Balkany) after 1986 and f/n as such Sperenberg 10apr87; in full Aeroflot c/s with blue/white fin; seen Sperenberg jul90; l/n Kubinka 11apr92 with stinger-tail (Balkany); l/n Ryazan-Dyagilevo 08aug99 with stinger-tail (Balkany); in basic Aeroflot c/s, no titles; l/n CKL 03jun11 with stinger-tail (Balkany); based at Tambov-Military (West); in basic Aeroflot c/s, no titles; l/n Tambov 26aug12; overhauled by RZGA No. 412 from 29mar13, t/t 6,385 hours and 5,362 cycles by then; seen ROV 14sep14, white top, grey undersides with blue cheatline and partial blue fin, Russian flag on tail; l/n CKL 27aug15 line # 54-05 confirmed; toc 21nov79; rgd 06dec79; f/n SVO 14apr80 with the 'h' in the titles on the starboard side; l/n FRU 11may98 arrived from Afghanistan this date; in fleet list 31dec03 as stored line # 54-06 ?; rgd 21dec79 with 'h' in the titles on the starboard side; photos also exist without the 'h'; l/n LCA 21jul00 no titles stored FRU since at least dec03 as per fleet list, l/n sep04/nov04 line # 54-07; toc 13dec79; rgd 14jan80; f/n HEL 15mar80 f/n as Tu-134A-3 SVO 18may91; l/n SVO 30jun92
62575	CCCP-65688 RA-65688 RA-65688 RF-94247	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Soviet AF/AFL c/s Russian AF/Rossiya Russian Air Force Russian Air Force	rgd TV ROV Roc	12dec79 jan95 21jul01 29jun11	line # 54-04; initially opb 5 ae 10 okbon at CKL; trf to 2 ae 354 apob at CKL dec81; f/n Sperenberg 12jul80; converted to stinger-tail (Balkany) after 1986 and f/n as such Sperenberg 10apr87; in full Aeroflot c/s with blue/white fin; seen Sperenberg jul90; l/n Kubinka 11apr92 with stinger-tail (Balkany); l/n Ryazan-Dyagilevo 08aug99 with stinger-tail (Balkany); in basic Aeroflot c/s, no titles; l/n CKL 03jun11 with stinger-tail (Balkany); based at Tambov-Military (West); in basic Aeroflot c/s, no titles; l/n Tambov 26aug12; overhauled by RZGA No. 412 from 29mar13, t/t 6,385 hours and 5,362 cycles by then; seen ROV 14sep14, white top, grey undersides with blue cheatline and partial blue fin, Russian flag on tail; l/n CKL 27aug15
62590	CCCP-65778 EX-65778 EY-65778	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Kyrgyzstan-FRU Kyrgyzstan Al San Air	mfd IST ALA	26oct79 13aug94 21sep02	line # 54-05 confirmed; toc 21nov79; rgd 06dec79; f/n SVO 14apr80 with the 'h' in the titles on the starboard side; l/n FRU 11may98 arrived from Afghanistan this date; in fleet list 31dec03 as stored line # 54-06 ?; rgd 21dec79 with 'h' in the titles on the starboard side; photos also exist without the 'h'; l/n LCA 21jul00 no titles stored FRU since at least dec03 as per fleet list, l/n sep04/nov04 line # 54-07; toc 13dec79; rgd 14jan80; f/n HEL 15mar80 f/n as Tu-134A-3 SVO 18may91; l/n SVO 30jun92
62602	CCCP-65779 EX-65779 EX-65779 EX-65779 EX-65779	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Kyrgyzstan-FRU Kyrgyzstan Al red (faded) tail Kyrgyzstan Al	toc LED FRU DME	29nov79 25oct94 17aug00 10may01	line # 54-08; toc 13dec79; rgd 14jan80; f/n HEL 14jan80; Tu-134A-3 by jun92; l/n SVO 14aug92 still as Tu-134A-3 BRU 22aug99, but again as Tu-134A SVO 14jan03 and many times later; last service for Aeroflot Russian Airlines dec07; opb Aeroflot-Nord since early 2008; l/n SVO 10aug09, active; seen ARH 03jun10, wfu line # 54-09; rgd 09jan80; opb 2 ae 354 apob at Chkalovski; f/n Sperenberg 09aug80; converted to stinger-tail (Balkany) after 1986; f/n as such Sperenberg 29feb89 with stinger-tail (Balkany); f/n as Tu-134A-3 CKL 25aug03; t/t 5,554 hours and 4,775 cycles by 01jan04; l/n CKL 25jul08 opb 8 adon at Chkalovski; in basic Rossiya c/s, initially no titles; l/n without titles 23sep10; seen KRR oct10 with 'VVS Rossii' titles on fin; l/n ROV nov16 line # 54-10; on charge as of 01jan80; rgd 17jan80; f/n FRA 18may80; carried additional 'Official Olympic Carrier' titles, seen as such NUE 05oct80; converted to a Tu-134A-3; f/n as such DUS 1985; l/n KBP 07sep92 initially in basic Aeroflot c/s, no titles; l/n as such CGN 23oct93; repainted in Avialiniyi Ukrayiny colours; f/n as such VKO 23may94; l/n KBP 19mar97; not in 1997 fleet list opb Ukrayina Aviation Enterprise; initially in white c/s with tail in Ukrainian colours and 'Ukrayina' titles; l/n as such GRZ oct98; repainted in white c/s with 'Ukrainian flag' cheatline and 'Ukrayina' titles; f/n as such EIN 12sep00; l/n KBP 23jun11; canx 10jan12; t/t some 16,000 cycles; stored without registration at KBP, seen feb12/jul14; transported in dismantled condition on three flat-bed trailers from KBP to IEV during the night 29/30nov14; to become an exhibit of the State Aviation Museum at IEV; l/n 25may15/14oct16 line # 55-01; toc 29dec79; rgd 14jan80; f/n HEL 30jan80, carried additional 'Official Olympic Carrier' titles this date; Tu-134A-3 by feb90; l/n SVO 14aug92 l/n SVO 15dec07; latest AFL service dec07; offered for sale 14apr08 with t/t 46,565 hours; sold 16may08; l/n ZIA 03apr11; reported broken up in 2011 line # 55-02; toc 16jan80; rgd 30jan80; f/n HEL 26jan80; Tu-134A-3 by jul89; l/n SVO 14aug92 last service for Aeroflot Russian Airlines dec07; opb Aeroflot-Nord since jul08; seen SVO 05jan10 active; l/n ARH 03jun10, wfu small 'Tsentri-Yug' behind the nose, in basic ex-Aeroflot Russian Airlines c/s; l/n DME 22may12 line # 55-03; opb 70 oitap on / Space Training Centre at Chkalovski; c/s à la Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83; l/n SVO 26apr93, c/n not checked this date with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 21dec94; l/n in ARZ-412 at ROV 11aug99 no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; l/n CKL 04aug08 c/n confirmed; based at Chkalovski; initially in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge; l/n as such CKL 17aug09; tender for modifications published 24mar10 (still as Tu-134LK in tender); repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/'Tsentri podgotovki kosmonavtov' titles on fuselage; f/n as such CKL 05may10; t/t 5,358 hours and 4,679 cycles by 09jul10; l/n STW 22aug16 line # 55-04; rgd 30jan80; f/n HEL 26jan80; carried additional 'Official Olympic Carrier' titles in 1980; Tu- 134A-3 by apr85; l/n LHR 30jun92 seen SVO 16may95; drb when hit by a truck driven by a drunk driver at SVO, exact date unknown (but probably on or just before 31jan97), flown to Minsk overhaul plant and deemed a w/o when the damage was found to be too serious, used for spares and broekn up; soc 30dec97; canx 30dec98
62622	CCCP-65780 CCCP-65780 RA-65780 RA-65780 RA-65780 RA-65780 RA-65780 RA-65780 RA-65780 RA-65780 RA-65780 RA-65780 RA-65780 RA-65780 RA-65780 RA-65781	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/International AFL/Komi-SCW Combi Airlines Aeroflot Komiavia SAAK Stavrop. Avia KrasAir Komiinteravia Utair Utair Express AFL/International Aeroflot Rus. Al	mfd trf RJK SVO trf lsd KJA SVO VKO mfd HEL	13nov79 27sep85 09oct92 20apr93 22feb94 05jun95 16feb01 19aug02 01may05 12sep10 05dec79 15jan93	line # 54-09; rgd 09jan80; opb 2 ae 354 apob at Chkalovski; f/n Sperenberg 09aug80; converted to stinger-tail (Balkany) after 1986; f/n as such Sperenberg 29feb89 with stinger-tail (Balkany); f/n as Tu-134A-3 CKL 25aug03; t/t 5,554 hours and 4,775 cycles by 01jan04; l/n CKL 25jul08 opb 8 adon at Chkalovski; in basic Rossiya c/s, initially no titles; l/n without titles 23sep10; seen KRR oct10 with 'VVS Rossii' titles on fin; l/n ROV nov16 line # 54-10; on charge as of 01jan80; rgd 17jan80; f/n FRA 18may80; carried additional 'Official Olympic Carrier' titles, seen as such NUE 05oct80; converted to a Tu-134A-3; f/n as such DUS 1985; l/n KBP 07sep92 initially in basic Aeroflot c/s, no titles; l/n as such CGN 23oct93; repainted in Avialiniyi Ukrayiny colours; f/n as such VKO 23may94; l/n KBP 19mar97; not in 1997 fleet list opb Ukrayina Aviation Enterprise; initially in white c/s with tail in Ukrainian colours and 'Ukrayina' titles; l/n as such GRZ oct98; repainted in white c/s with 'Ukrainian flag' cheatline and 'Ukrayina' titles; f/n as such EIN 12sep00; l/n KBP 23jun11; canx 10jan12; t/t some 16,000 cycles; stored without registration at KBP, seen feb12/jul14; transported in dismantled condition on three flat-bed trailers from KBP to IEV during the night 29/30nov14; to become an exhibit of the State Aviation Museum at IEV; l/n 25may15/14oct16 line # 55-01; toc 29dec79; rgd 14jan80; f/n HEL 30jan80, carried additional 'Official Olympic Carrier' titles this date; Tu-134A-3 by feb90; l/n SVO 14aug92 l/n SVO 15dec07; latest AFL service dec07; offered for sale 14apr08 with t/t 46,565 hours; sold 16may08; l/n ZIA 03apr11; reported broken up in 2011 line # 55-02; toc 16jan80; rgd 30jan80; f/n HEL 26jan80; Tu-134A-3 by jul89; l/n SVO 14aug92 last service for Aeroflot Russian Airlines dec07; opb Aeroflot-Nord since jul08; seen SVO 05jan10 active; l/n ARH 03jun10, wfu small 'Tsentri-Yug' behind the nose, in basic ex-Aeroflot Russian Airlines c/s; l/n DME 22may12 line # 55-03; opb 70 oitap on / Space Training Centre at Chkalovski; c/s à la Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83; l/n SVO 26apr93, c/n not checked this date with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 21dec94; l/n in ARZ-412 at ROV 11aug99 no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; l/n CKL 04aug08 c/n confirmed; based at Chkalovski; initially in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge; l/n as such CKL 17aug09; tender for modifications published 24mar10 (still as Tu-134LK in tender); repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/'Tsentri podgotovki kosmonavtov' titles on fuselage; f/n as such CKL 05may10; t/t 5,358 hours and 4,679 cycles by 09jul10; l/n STW 22aug16 line # 55-04; rgd 30jan80; f/n HEL 26jan80; carried additional 'Official Olympic Carrier' titles in 1980; Tu- 134A-3 by apr85; l/n LHR 30jun92 seen SVO 16may95; drb when hit by a truck driven by a drunk driver at SVO, exact date unknown (but probably on or just before 31jan97), flown to Minsk overhaul plant and deemed a w/o when the damage was found to be too serious, used for spares and broekn up; soc 30dec97; canx 30dec98
62655	CCCP-65689 RA-65689 RA-65689	Tu-134AK Tu-134AK Tu-134AK	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr CKL	18dec79 02apr93 mar10	line # 54-09; rgd 09jan80; opb 2 ae 354 apob at Chkalovski; f/n Sperenberg 09aug80; converted to stinger-tail (Balkany) after 1986; f/n as such Sperenberg 29feb89 with stinger-tail (Balkany); f/n as Tu-134A-3 CKL 25aug03; t/t 5,554 hours and 4,775 cycles by 01jan04; l/n CKL 25jul08 opb 8 adon at Chkalovski; in basic Rossiya c/s, initially no titles; l/n without titles 23sep10; seen KRR oct10 with 'VVS Rossii' titles on fin; l/n ROV nov16 line # 54-10; on charge as of 01jan80; rgd 17jan80; f/n FRA 18may80; carried additional 'Official Olympic Carrier' titles, seen as such NUE 05oct80; converted to a Tu-134A-3; f/n as such DUS 1985; l/n KBP 07sep92 initially in basic Aeroflot c/s, no titles; l/n as such CGN 23oct93; repainted in Avialiniyi Ukrayiny colours; f/n as such VKO 23may94; l/n KBP 19mar97; not in 1997 fleet list opb Ukrayina Aviation Enterprise; initially in white c/s with tail in Ukrainian colours and 'Ukrayina' titles; l/n as such GRZ oct98; repainted in white c/s with 'Ukrainian flag' cheatline and 'Ukrayina' titles; f/n as such EIN 12sep00; l/n KBP 23jun11; canx 10jan12; t/t some 16,000 cycles; stored without registration at KBP, seen feb12/jul14; transported in dismantled condition on three flat-bed trailers from KBP to IEV during the night 29/30nov14; to become an exhibit of the State Aviation Museum at IEV; l/n 25may15/14oct16 line # 55-01; toc 29dec79; rgd 14jan80; f/n HEL 30jan80, carried additional 'Official Olympic Carrier' titles this date; Tu-134A-3 by feb90; l/n SVO 14aug92 l/n SVO 15dec07; latest AFL service dec07; offered for sale 14apr08 with t/t 46,565 hours; sold 16may08; l/n ZIA 03apr11; reported broken up in 2011 line # 55-02; toc 16jan80; rgd 30jan80; f/n HEL 26jan80; Tu-134A-3 by jul89; l/n SVO 14aug92 last service for Aeroflot Russian Airlines dec07; opb Aeroflot-Nord since jul08; seen SVO 05jan10 active; l/n ARH 03jun10, wfu small 'Tsentri-Yug' behind the nose, in basic ex-Aeroflot Russian Airlines c/s; l/n DME 22may12 line # 55-03; opb 70 oitap on / Space Training Centre at Chkalovski; c/s à la Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83; l/n SVO 26apr93, c/n not checked this date with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 21dec94; l/n in ARZ-412 at ROV 11aug99 no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; l/n CKL 04aug08 c/n confirmed; based at Chkalovski; initially in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge; l/n as such CKL 17aug09; tender for modifications published 24mar10 (still as Tu-134LK in tender); repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/'Tsentri podgotovki kosmonavtov' titles on fuselage; f/n as such CKL 05may10; t/t 5,358 hours and 4,679 cycles by 09jul10; l/n STW 22aug16 line # 55-04; rgd 30jan80; f/n HEL 26jan80; carried additional 'Official Olympic Carrier' titles in 1980; Tu- 134A-3 by apr85; l/n LHR 30jun92 seen SVO 16may95; drb when hit by a truck driven by a drunk driver at SVO, exact date unknown (but probably on or just before 31jan97), flown to Minsk overhaul plant and deemed a w/o when the damage was found to be too serious, used for spares and broekn up; soc 30dec97; canx 30dec98
62672	CCCP-65782 UR-65782 UR-65782	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Ukraine-KBP Avialini. Ukrayiny Ukraine Government	mfd rgd may97	08dec79 21jan93 may97	line # 54-10; on charge as of 01jan80; rgd 17jan80; f/n FRA 18may80; carried additional 'Official Olympic Carrier' titles, seen as such NUE 05oct80; converted to a Tu-134A-3; f/n as such DUS 1985; l/n KBP 07sep92 initially in basic Aeroflot c/s, no titles; l/n as such CGN 23oct93; repainted in Avialiniyi Ukrayiny colours; f/n as such VKO 23may94; l/n KBP 19mar97; not in 1997 fleet list opb Ukrayina Aviation Enterprise; initially in white c/s with tail in Ukrainian colours and 'Ukrayina' titles; l/n as such GRZ oct98; repainted in white c/s with 'Ukrainian flag' cheatline and 'Ukrayina' titles; f/n as such EIN 12sep00; l/n KBP 23jun11; canx 10jan12; t/t some 16,000 cycles; stored without registration at KBP, seen feb12/jul14; transported in dismantled condition on three flat-bed trailers from KBP to IEV during the night 29/30nov14; to become an exhibit of the State Aviation Museum at IEV; l/n 25may15/14oct16 line # 55-01; toc 29dec79; rgd 14jan80; f/n HEL 30jan80, carried additional 'Official Olympic Carrier' titles this date; Tu-134A-3 by feb90; l/n SVO 14aug92 l/n SVO 15dec07; latest AFL service dec07; offered for sale 14apr08 with t/t 46,565 hours; sold 16may08; l/n ZIA 03apr11; reported broken up in 2011 line # 55-02; toc 16jan80; rgd 30jan80; f/n HEL 26jan80; Tu-134A-3 by jul89; l/n SVO 14aug92 last service for Aeroflot Russian Airlines dec07; opb Aeroflot-Nord since jul08; seen SVO 05jan10 active; l/n ARH 03jun10, wfu small 'Tsentri-Yug' behind the nose, in basic ex-Aeroflot Russian Airlines c/s; l/n DME 22may12 line # 55-03; opb 70 oitap on / Space Training Centre at Chkalovski; c/s à la Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83; l/n SVO 26apr93, c/n not checked this date with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 21dec94; l/n in ARZ-412 at ROV 11aug99 no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; l/n CKL 04aug08 c/n confirmed; based at Chkalovski; initially in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge; l/n as such CKL 17aug09; tender for modifications published 24mar10 (still as Tu-134LK in tender); repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/'Tsentri podgotovki kosmonavtov' titles on fuselage; f/n as such CKL 05may10; t/t 5,358 hours and 4,679 cycles by 09jul10; l/n STW 22aug16 line # 55-04; rgd 30jan80; f/n HEL 26jan80; carried additional 'Official Olympic Carrier' titles in 1980; Tu- 134A-3 by apr85; l/n LHR 30jun92 seen SVO 16may95; drb when hit by a truck driven by a drunk driver at SVO, exact date unknown (but probably on or just before 31jan97), flown to Minsk overhaul plant and deemed a w/o when the damage was found to be too serious, used for spares and broekn up; soc 30dec97; canx 30dec98
62708	CCCP-65783 RA-65783	Tu-134A Tu-134A-3	AFL/International Aeroflot Rus. Al	mfd HEL	20dec79 11nov92	line # 55-01; toc 29dec79; rgd 14jan80; f/n HEL 30jan80, carried additional 'Official Olympic Carrier' titles this date; Tu-134A-3 by feb90; l/n SVO 14aug92 l/n SVO 15dec07; latest AFL service dec07; offered for sale 14apr08 with t/t 46,565 hours; sold 16may08; l/n ZIA 03apr11; reported broken up in 2011 line # 55-02; toc 16jan80; rgd 30jan80; f/n HEL 26jan80; Tu-134A-3 by jul89; l/n SVO 14aug92 last service for Aeroflot Russian Airlines dec07; opb Aeroflot-Nord since jul08; seen SVO 05jan10 active; l/n ARH 03jun10, wfu small 'Tsentri-Yug' behind the nose, in basic ex-Aeroflot Russian Airlines c/s; l/n DME 22may12 line # 55-03; opb 70 oitap on / Space Training Centre at Chkalovski; c/s à la Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83; l/n SVO 26apr93, c/n not checked this date with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed 21dec94; l/n in ARZ-412 at ROV 11aug99 no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'RA-' on fin; l/n CKL 04aug08 c/n confirmed; based at Chkalovski; initially in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge; l/n as such CKL 17aug09; tender for modifications published 24mar10 (still as Tu-134LK in tender); repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/'Tsentri podgotovki kosmonavtov' titles on fuselage; f/n as such CKL 05may10; t/t 5,358 hours and 4,679 cycles by 09jul10; l/n STW 22aug16 line # 55-04; rgd 30jan80; f/n HEL 26jan80; carried additional 'Official Olympic Carrier' titles in 1980; Tu- 134A

62775	CCCP-65786 RA-65786 RA-65786 RA-65786 RA-65786	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Urals-CEK Aeroflot Chelyabinsk Avia SP Air Chelyabinsk Avia	mfd HEL trf ATH CEK	29dec79 19dec92 19may93 07sep94 22aug95	line # 55-05; toc 08jan80; rgd 24jan80; f/n FRA 15apr86 reported for Aviaprima Sochi Airlines f/n SXF oct93, Aeroflot c/s, no titles small titles only, leased from Chelyabinsk Avia small 'Enkor' titles on nose, was lsd to Enkor 15jun01/31dec04; wfu CEK (N55.298851 E61.506135), seen CEK aug12/jun13 wfu
62798	CCCP-65787 UN-65787 UN-65787 CCCP-65690	Tu-134A Tu-134A Tu-134A Tu-134AK	AFL/Kazakhstan-ALA Aeroflot Air Kazakstan Soviet AF/AFL c/s	mfd ALA trf mfd	25jan80 23apr93 26sep96 06feb80	line # 55-06; toc 01feb80; rgd 12feb80; f/n AER 18aug80; l/n DME 20mar93 reported for Kazakstan Airlines; nose wheel collapsed on landing ALA 21dec93, damage unknown but never had such titles; seen ALA sep99/dec03 in graveyard in Aeroflot c/s, no titles line # 55-07; rgd 21feb80; opb 2 ae 354 apoa at Chkalovski; personal aircraft of the commander-in-chief of the Unified Armed Forces of the Warsaw Treaty Organisation, Marshall V.G. Kulikov; f/n PRG 22jun80 with stinger-tail (Balkany), probably rgd to the institute to test the Balkany conversion; f/n FRA aug92, in Aeroflot c/s; still 'CCCP-' by 29jun93 with stinger-tail (Balkany); t/t 3,805 hours and 3,492 cycles by 01jan04; tender for repair and modification published 15apr10; l/n ROV 30apr10 opb 8 adon at Chkalovski; in basic Rossiya c/s, no titles; l/n CKL 08jun11; seen with additional 'VVS Rossii' titles TSE 03may12; l/n OVB 26may16 line # 55-08 confirmed; in Aeroflot c/s; d/d to Tupolev OKB 17apr81; rgd 10aug81; f/n as Tu-134B-3 LED 29jun90 operated by the Secret Service but nothing in any register; l/n MUC 15sep93
62805	CCCP-65690 RA-65690 RA-65690	Tu-134AK Tu-134AK Tu-134A-3	MAP SibNIA Russian AF/AFL c/s Russian Air Force	rgd Spr ROV	18jul86 01oct93 15jul10	reportedly returned to Tupolev in late 1995; soc 10jun96 still in Aeroflot c/s, no titles jan99; l/n ZIA 23aug99, being made operational with engines from Tu-134A RA-65667 (due for retirement); last reported in an incident report at MSQ 29mar00; canx but date unknown l/n WAW 16mar04 (Georgia); l/n SIP 30may05; seen in full c/s only jul04, before and after in basic AFL c/s, no titles, with blue engines; reportedly returned to ISD Avia after lease c/n confirmed by JP-06; paint scheme applied in steps, full colour tail with AFL fuselage, no titles in aug05 and full colours by oct05; l/n VKO 22aug06 in fleet list jan07; f/n bare metal no prefix MHP 28aug07; l/n MHP 12may08, still as such two-tone blue and white c/s with extremely small titles; l/n MHP 16feb09 c/n confirmed by Kazakhstan CAA; two-tone blue and white c/s with extremely small titles; seen ALA 29aug12 with additional small Jet Airlines titles by the entry door; l/n ALA 02jul16 line # 55-09; on charge as of 01apr80; rgd 04apr80; f/n ALA 25apr84 l/n BUD 28sep96 with 'Tajik Air' logo l/n ALA nov97 l/n ALA 24sep00; in fleet list 30sep00 used for visa renewal flights between UAE and Qeshm Island (Iran); l/n RKT 09jul00 as such; in Tajik Air fleet list oct07 still in service; l/n MHP 30dec10; seen bare metal MHP 28jun11 prio to overhaul and 04/07jul12, on test flights in red/green and white Government colours with 'Tajikistan' titles; l/n MSQ 05jun13 in red/green and white Government colours with 'Tajikistan' titles; see c/n 42235 line # 55-10; toc 03mar80; rgd 12mar80; f/n PRG 23apr81 l/n FRU 12nov04 operational; still in JP-07 line # 56-01; toc 05mar80; rgd 21mar80; f/n FRA 31aug80 l/n KBP 13apr92 l/n MUC 08dec99 converted to Tu-134A-3 by jul01; l/n KBP 29sep02 in old Aeroflot c/s without 'Plus' titles; VIP interior presented to the press at SVO 11mar05; l/n SVO 22nov06; version painted as Tu-134A opb Aero Rent; repainted by apr07 in white/grey c/s with 'wave' in two shades of brown; carried small 'Stroitransgaz' and small 'Aero Rent' titles; l/n ZIA 05mar10 with add 'JetAir group' titles in white/light grey c/s with brown trim, small titles on the nose; l/n VKO 20oct11; scrapped by VARZ-400 at VKO jan12 line # 56-02; toc 07mar80; rgd 18mar80; opb 235 OAO; f/n ARN 15sep83 l/n LED 17apr92 as Tu-134A-3 with additional small Aeroflot titles on lower fuselage; l/n FRA apr93 f/n TLV 28apr93; now has the wings of c/n 3352001 and this c/n is even painted on the wings; seen KIV sep10/feb15, without titles; canx between 12may15 and 31dec15 line # 56-03; toc mar80; rgd 07apr80; f/n LED 12sep87 f/n VIE 24sep95; operator's certificate revoked 30sep08; l/n KUF 24jan09 line # 56-04; toc 08mar80; rgd 02apr80; f/n LED 10jun82; Tu-134A-3 by may91; l/n LED 07sep92 f/n PRG 21sep97; l/n VKO 23oct99 basic Komiinteravia c/s, leased for one month l/n SVO 27mar02; leased to Aeroflot Russian Airlines, has small 'Aeroflot' titles Isf Komiinteravia since 25dec02; f/n FRU 28jun03; l/n KRR 10jun10 l/n SCW jul12/mar14 stored; broken up by 12nov14 line # 56-05; toc 14mar80; rgd 31mar80; f/n as Tu-134A-3 LED 17may91; l/n LED 07sep92 f/n LCA 17aug97; l/n IST 15jul98 l/n VKO 02sep04; had additional 'Rostov-na-Donu ARZ-412' titles for some time; Isf Voronezh Avia 11feb00/31dec06 in basic Voronezh Avia c/s with 'Polet' titles; additional 'Aeroflot-Don' titles applied last week of aug06 in basic Voronezh Avia c/s with both 'Polet' and 'Aeroflot-Don' titles; f/n SVO 30jan07; l/n VKO 17feb08; ferried ROV-VOZ 26feb08 line # 56-06; toc 27mar80; rgd 07apr80; opb 104 LO 2-ogo Minskogo OAO; f/n SXF jun80; w/o 12dec86 on the leg from Prague to Berlin of a flight from Minsk to Berlin when approached the wrong runway (25R instead of 25L) at SXF in bad visibility due to a misunderstanding between ATC and the crew, when the crew realised their mistake on finals they failed to go around but tried to align with the correct runway, the aircraft lost speed, dropped below the glide path, hit trees, crashed in a wood 3 km before the runway threshold and caught fire, all 9 crew and 63 of the 73 passengers killed; t/t 12,658 hours 48 minutes and 8,482 cycles; soc 31dec86 line # 56-07; on charge as of 01apr80; rgd 02apr80; f/n VKO 23apr87 f/n STR 23jul95; l/n ROV 11aug99 f/n VKO 04oct00; l/n SVO 06nov05 line # 56-08; rgd 08apr80; f/n Spenenberg 18may81; converted to stinger-tail (Balkany) after 1986; f/n as Tu-134A-3 with stinger-tail Spenenberg may91; still 'CCCP-' 29mar93 with stinger-tail (Balkany); opb Border Guards at VKO; trf 'on paper' to Rossiya 25nov93 for insurance reasons; seen in ARZ-407 at MHP 18aug97/13jun99; offered for sale by Russian privatisation agency 12jan99, but not sold (was probably for Avialinii Ingushetii) stinger-tail removed; 'on paper' still a Rossiya aircraft; opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles, l/n as such in ARZ-407 at MHP 19may05; last overhaul completed 20nov05; repainted in white/light grey c/s with Belavia-style blue cheatline, no titles; carried '979' on the nose wheel door; t/t 4,811 hours by 2007; l/n CKL 07may15 line # 56-09; f/n BRU 13apr80; l/n EMA 22sep84; returned to the Soviet Union in 1984 in Aeroflot c/s; trf to MAP Komsomolsk-na-Amure APO f/n DUS 19sep87; l/n MSQ 08sep93 reported for Komsomolsk Air in basic Aeroflot c/s with small logo, no titles; last overhaul completed 24mar00; rgd 26mar03; l/n SVO 12aug06 leased from KnAAPO; in old Aeroflot c/s with 'Aeroflot-Nord' titles; l/n KUF 13jun07 in basic old Aeroflot c/s, no titles; already f/n NNM 09jul07; offered for sale by KnAAPO 24sep07 with t/t 20,710 hours and 9,183 cycles, but could not be sold; CoFA expired 13mar09; stored at Komsomolsk-na-Amure-Dzyomgi, seen jul09/jul12 line # 56-10; toc mar80; rgd 25apr80; f/n KUF 25apr93 l/n KUF 19may96; l/n DME 02jan08; operator's certificate revoked 30sep08 line # 57-01; toc 08apr80; rgd 25apr80; f/n TBS 08apr81 f/n AMS 14feb96 as Tu-134A-3 l/n DXB 02apr99 small 'Air Zena' titles on the nose l/n TBS 22aug00; small 'Air Zena' titles on the nose; not in 2001 fleet list rgd 03jul01; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n DME 18aug05 l/n ZIA 12aug12; broken up at Zhukovski by jan13
62820	CCCP-65720 RA-65720 RA-65720 RA-65720 RA-65720	Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	MAP LII Zhukovski Aeroflot c/s SAAK Stavrop. Avia Arkhangel'sk Al Aeroflot c/s, n/t Tupolev AeroTrans	mfd ZIA lsd SVO CGN ZIA	19feb81 16aug93 19oct94 03jul95 26oct96 19aug97	reportedly returned to Tupolev in late 1995; soc 10jun96 still in Aeroflot c/s, no titles jan99; l/n ZIA 23aug99, being made operational with engines from Tu-134A RA-65667 (due for retirement); last reported in an incident report at MSQ 29mar00; canx but date unknown l/n WAW 16mar04 (Georgia); l/n SIP 30may05; seen in full c/s only jul04, before and after in basic AFL c/s, no titles, with blue engines; reportedly returned to ISD Avia after lease c/n confirmed by JP-06; paint scheme applied in steps, full colour tail with AFL fuselage, no titles in aug05 and full colours by oct05; l/n VKO 22aug06 in fleet list jan07; f/n bare metal no prefix MHP 28aug07; l/n MHP 12may08, still as such two-tone blue and white c/s with extremely small titles; l/n MHP 16feb09 c/n confirmed by Kazakhstan CAA; two-tone blue and white c/s with extremely small titles; seen ALA 29aug12 with additional small Jet Airlines titles by the entry door; l/n ALA 02jul16 line # 55-09; on charge as of 01apr80; rgd 04apr80; f/n ALA 25apr84 l/n BUD 28sep96 with 'Tajik Air' logo l/n ALA nov97 l/n ALA 24sep00; in fleet list 30sep00 used for visa renewal flights between UAE and Qeshm Island (Iran); l/n RKT 09jul00 as such; in Tajik Air fleet list oct07 still in service; l/n MHP 30dec10; seen bare metal MHP 28jun11 prio to overhaul and 04/07jul12, on test flights in red/green and white Government colours with 'Tajikistan' titles; l/n MSQ 05jun13 in red/green and white Government colours with 'Tajikistan' titles; see c/n 42235 line # 55-10; toc 03mar80; rgd 12mar80; f/n PRG 23apr81 l/n FRU 12nov04 operational; still in JP-07 line # 56-01; toc 05mar80; rgd 21mar80; f/n FRA 31aug80 l/n KBP 13apr92 l/n MUC 08dec99 converted to Tu-134A-3 by jul01; l/n KBP 29sep02 in old Aeroflot c/s without 'Plus' titles; VIP interior presented to the press at SVO 11mar05; l/n SVO 22nov06; version painted as Tu-134A opb Aero Rent; repainted by apr07 in white/grey c/s with 'wave' in two shades of brown; carried small 'Stroitransgaz' and small 'Aero Rent' titles; l/n ZIA 05mar10 with add 'JetAir group' titles in white/light grey c/s with brown trim, small titles on the nose; l/n VKO 20oct11; scrapped by VARZ-400 at VKO jan12 line # 56-02; toc 07mar80; rgd 18mar80; opb 235 OAO; f/n ARN 15sep83 l/n LED 17apr92 as Tu-134A-3 with additional small Aeroflot titles on lower fuselage; l/n FRA apr93 f/n TLV 28apr93; now has the wings of c/n 3352001 and this c/n is even painted on the wings; seen KIV sep10/feb15, without titles; canx between 12may15 and 31dec15 line # 56-03; toc mar80; rgd 07apr80; f/n LED 12sep87 f/n VIE 24sep95; operator's certificate revoked 30sep08; l/n KUF 24jan09 line # 56-04; toc 08mar80; rgd 02apr80; f/n LED 10jun82; Tu-134A-3 by may91; l/n LED 07sep92 f/n PRG 21sep97; l/n VKO 23oct99 basic Komiinteravia c/s, leased for one month l/n SVO 27mar02; leased to Aeroflot Russian Airlines, has small 'Aeroflot' titles Isf Komiinteravia since 25dec02; f/n FRU 28jun03; l/n KRR 10jun10 l/n SCW jul12/mar14 stored; broken up by 12nov14 line # 56-05; toc 14mar80; rgd 31mar80; f/n as Tu-134A-3 LED 17may91; l/n LED 07sep92 f/n LCA 17aug97; l/n IST 15jul98 l/n VKO 02sep04; had additional 'Rostov-na-Donu ARZ-412' titles for some time; Isf Voronezh Avia 11feb00/31dec06 in basic Voronezh Avia c/s with 'Polet' titles; additional 'Aeroflot-Don' titles applied last week of aug06 in basic Voronezh Avia c/s with both 'Polet' and 'Aeroflot-Don' titles; f/n SVO 30jan07; l/n VKO 17feb08; ferried ROV-VOZ 26feb08 line # 56-06; toc 27mar80; rgd 07apr80; opb 104 LO 2-ogo Minskogo OAO; f/n SXF jun80; w/o 12dec86 on the leg from Prague to Berlin of a flight from Minsk to Berlin when approached the wrong runway (25R instead of 25L) at SXF in bad visibility due to a misunderstanding between ATC and the crew, when the crew realised their mistake on finals they failed to go around but tried to align with the correct runway, the aircraft lost speed, dropped below the glide path, hit trees, crashed in a wood 3 km before the runway threshold and caught fire, all 9 crew and 63 of the 73 passengers killed; t/t 12,658 hours 48 minutes and 8,482 cycles; soc 31dec86 line # 56-07; on charge as of 01apr80; rgd 02apr80; f/n VKO 23apr87 f/n STR 23jul95; l/n ROV 11aug99 f/n VKO 04oct00; l/n SVO 06nov05 line # 56-08; rgd 08apr80; f/n Spenenberg 18may81; converted to stinger-tail (Balkany) after 1986; f/n as Tu-134A-3 with stinger-tail Spenenberg may91; still 'CCCP-' 29mar93 with stinger-tail (Balkany); opb Border Guards at VKO; trf 'on paper' to Rossiya 25nov93 for insurance reasons; seen in ARZ-407 at MHP 18aug97/13jun99; offered for sale by Russian privatisation agency 12jan99, but not sold (was probably for Avialinii Ingushetii) stinger-tail removed; 'on paper' still a Rossiya aircraft; opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles, l/n as such in ARZ-407 at MHP 19may05; last overhaul completed 20nov05; repainted in white/light grey c/s with Belavia-style blue cheatline, no titles; carried '979' on the nose wheel door; t/t 4,811 hours by 2007; l/n CKL 07may15 line # 56-09; f/n BRU 13apr80; l/n EMA 22sep84; returned to the Soviet Union in 1984 in Aeroflot c/s; trf to MAP Komsomolsk-na-Amure APO f/n DUS 19sep87; l/n MSQ 08sep93 reported for Komsomolsk Air in basic Aeroflot c/s with small logo, no titles; last overhaul completed 24mar00; rgd 26mar03; l/n SVO 12aug06 leased from KnAAPO; in old Aeroflot c/s with 'Aeroflot-Nord' titles; l/n KUF 13jun07 in basic old Aeroflot c/s, no titles; already f/n NNM 09jul07; offered for sale by KnAAPO 24sep07 with t/t 20,710 hours and 9,183 cycles, but could not be sold; CoFA expired 13mar09; stored at Komsomolsk-na-Amure-Dzyomgi, seen jul09/jul12 line # 56-10; toc mar80; rgd 25apr80; f/n KUF 25apr93 l/n KUF 19may96; l/n DME 02jan08; operator's certificate revoked 30sep08 line # 57-01; toc 08apr80; rgd 25apr80; f/n TBS 08apr81 f/n AMS 14feb96 as Tu-134A-3 l/n DXB 02apr99 small 'Air Zena' titles on the nose l/n TBS 22aug00; small 'Air Zena' titles on the nose; not in 2001 fleet list rgd 03jul01; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n DME 18aug05 l/n ZIA 12aug12; broken up at Zhukovski by jan13
62835	CCCP-65788 EY-65788 EY-65788 EY-65788 EY-65788 EY-65788	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Tajikistan-LBD Aeroflot c/s, n/t Tajikistan Al SAN Tajik Air, n/t Tajik Air	mfd DME SHJ VKO SHJ RKT	22feb80 06may94 dec96 01sep97 04jul98 19aug02	used for visa renewal flights between UAE and Qeshm Island (Iran); l/n RKT 09jul00 as such; in Tajik Air fleet list oct07 still in service; l/n MHP 30dec10; seen bare metal MHP 28jun11 prio to overhaul and 04/07jul12, on test flights in red/green and white Government colours with 'Tajikistan' titles; l/n MSQ 05jun13 in red/green and white Government colours with 'Tajikistan' titles; see c/n 42235 line # 55-10; toc 03mar80; rgd 12mar80; f/n PRG 23apr81 l/n FRU 12nov04 operational; still in JP-07 line # 56-01; toc 05mar80; rgd 21mar80; f/n FRA 31aug80 l/n KBP 13apr92 l/n MUC 08dec99 converted to Tu-134A-3 by jul01; l/n KBP 29sep02 in old Aeroflot c/s without 'Plus' titles; VIP interior presented to the press at SVO 11mar05; l/n SVO 22nov06; version painted as Tu-134A opb Aero Rent; repainted by apr07 in white/grey c/s with 'wave' in two shades of brown; carried small 'Stroitransgaz' and small 'Aero Rent' titles; l/n ZIA 05mar10 with add 'JetAir group' titles in white/light grey c/s with brown trim, small titles on the nose; l/n VKO 20oct11; scrapped by VARZ-400 at VKO jan12 line # 56-02; toc 07mar80; rgd 18mar80; opb 235 OAO; f/n ARN 15sep83 l/n LED 17apr92 as Tu-134A-3 with additional small Aeroflot titles on lower fuselage; l/n FRA apr93 f/n TLV 28apr93; now has the wings of c/n 3352001 and this c/n is even painted on the wings; seen KIV sep10/feb15, without titles; canx between 12may15 and 31dec15 line # 56-03; toc mar80; rgd 07apr80; f/n LED 12sep87 f/n VIE 24sep95; operator's certificate revoked 30sep08; l/n KUF 24jan09 line # 56-04; toc 08mar80; rgd 02apr80; f/n LED 10jun82; Tu-134A-3 by may91; l/n LED 07sep92 f/n PRG 21sep97; l/n VKO 23oct99 basic Komiinteravia c/s, leased for one month l/n SVO 27mar02; leased to Aeroflot Russian Airlines, has small 'Aeroflot' titles Isf Komiinteravia since 25dec02; f/n FRU 28jun03; l/n KRR 10jun10 l/n SCW jul12/mar14 stored; broken up by 12nov14 line # 56-05; toc 14mar80; rgd 31mar80; f/n as Tu-134A-3 LED 17may91; l/n LED 07sep92 f/n LCA 17aug97; l/n IST 15jul98 l/n VKO 02sep04; had additional 'Rostov-na-Donu ARZ-412' titles for some time; Isf Voronezh Avia 11feb00/31dec06 in basic Voronezh Avia c/s with 'Polet' titles; additional 'Aeroflot-Don' titles applied last week of aug06 in basic Voronezh Avia c/s with both 'Polet' and 'Aeroflot-Don' titles; f/n SVO 30jan07; l/n VKO 17feb08; ferried ROV-VOZ 26feb08 line # 56-06; toc 27mar80; rgd 07apr80; opb 104 LO 2-ogo Minskogo OAO; f/n SXF jun80; w/o 12dec86 on the leg from Prague to Berlin of a flight from Minsk to Berlin when approached the wrong runway (25R instead of 25L) at SXF in bad visibility due to a misunderstanding between ATC and the crew, when the crew realised their mistake on finals they failed to go around but tried to align with the correct runway, the aircraft lost speed, dropped below the glide path, hit trees, crashed in a wood 3 km before the runway threshold and caught fire, all 9 crew and 63 of the 73 passengers killed; t/t 12,658 hours 48 minutes and 8,482 cycles; soc 31dec86 line # 56-07; on charge as of 01apr80; rgd 02apr80; f/n VKO 23apr87 f/n STR 23jul95; l/n ROV 11aug99 f/n VKO 04oct00; l/n SVO 06nov05 line # 56-08; rgd 08apr80; f/n Spenenberg 18may81; converted to stinger-tail (Balkany) after 1986; f/n as Tu-134A-3 with stinger-tail Spenenberg may91; still 'CCCP-' 29mar93 with stinger-tail (Balkany); opb Border Guards at VKO; trf 'on paper' to Rossiya 25nov93 for insurance reasons; seen in ARZ-407 at MHP 18aug97/13jun99; offered for sale by Russian privatisation agency 12jan99, but not sold (was probably for Avialinii Ingushetii) stinger-tail removed; 'on paper' still a Rossiya aircraft; opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles, l/n as such in ARZ-407 at MHP 19may05; last overhaul completed 20nov05; repainted in white/light grey c/s with Belavia-style blue cheatline, no titles; carried '979' on the nose wheel door; t/t 4,811 hours by 2007; l/n CKL 07may15 line # 56-09; f/n BRU 13apr80; l/n EMA 22sep84; returned to the Soviet Union in 1984 in Aeroflot c/s; trf to MAP Komsomolsk-na-Amure APO f/n DUS 19sep87; l/n MSQ 08sep93 reported for Komsomolsk Air in basic Aeroflot c/s with small logo, no titles; last overhaul completed 24mar00; rgd 26mar03; l/n SVO 12aug06 leased from KnAAPO; in old Aeroflot c/s with 'Aeroflot-Nord' titles; l/n KUF 13jun07 in basic old Aeroflot c/s, no titles; already f/n NNM 09jul07; offered for sale by KnAAPO 24sep07 with t/t 20,710 hours and 9,183 cycles, but could not be sold; CoFA expired 13mar09; stored at Komsomolsk-na-Amure-Dzyomgi, seen jul09/jul12 line # 56-10; toc mar80; rgd 25apr80; f/n KUF 25apr93 l/n KUF 19may96; l/n DME 02jan08; operator's certificate revoked 30sep08 line # 57-01; toc 08apr80; rgd 25apr80; f/n TBS 08apr81 f/n AMS 14feb96 as Tu-134A-3 l/n DXB 02apr99 small 'Air Zena' titles on the nose l/n TBS 22aug00; small 'Air Zena' titles on the nose; not in 2001 fleet list rgd 03jul01; 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62850	EY-65788 RT-65001(2) CCCP-65789 EX-65789	Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A-3	Tajikistan Govt. Tajikistan Govt. AFL/Kyrgyzstan-FRU Kyrgyzstan Al	MSQ LBD mfd FRU	04jun13 19jul16 01feb80 09may95	used for visa renewal flights between UAE and Qeshm Island (Iran); l/n RKT 09jul00 as such; in Tajik Air fleet list oct07 still in service; l/n MHP 30dec10; seen bare metal MHP 28jun11 prio to overhaul and 04/07jul12, on test flights in red/green and white Government colours with 'Tajikistan' titles; l/n MSQ 05jun13 in red/green and white Government colours with 'Tajikistan' titles; see c/n 42235 line # 55-10; toc 03mar80; rgd 12mar80; f/n PRG 23apr81 l/n FRU 12nov04 operational; still in JP-07 line # 56-01; toc 05mar80; rgd 21mar80; f/n FRA 31aug80 l/n KBP 13apr92 l/n MUC 08dec99 converted to Tu-134A-3 by jul01; l/n KBP 29sep02 in old Aeroflot c/s without 'Plus' titles; VIP interior presented to the press at SVO 11mar05; l/n SVO 22nov06; version painted as Tu-134A opb Aero Rent; repainted by apr07 in white/grey c/s with 'wave' in two shades of brown; carried small 'Stroitransgaz' and small 'Aero Rent' titles; 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toc 14mar80; rgd 31mar80; f/n as Tu-134A-3 LED 17may91; l/n LED 07sep92 f/n LCA 17aug97; l/n IST 15jul98 l/n VKO 02sep04; had additional 'Rostov-na-Donu ARZ-412' titles for some time; Isf Voronezh Avia 11feb00/31dec06 in basic Voronezh Avia c/s with 'Polet' titles; additional 'Aeroflot-Don' titles applied last week of aug06 in basic Voronezh Avia c/s with both 'Polet' and 'Aeroflot-Don' titles; f/n SVO 30jan07; l/n VKO 17feb08; ferried ROV-VOZ 26feb08 line # 56-06; toc 27mar80; rgd 07apr80; opb 104 LO 2-ogo Minskogo OAO; f/n SXF jun80; w/o 12dec86 on the leg from Prague to Berlin of a flight from Minsk to Berlin when approached the wrong runway (25R instead of 25L) at SXF in bad visibility due to a misunderstanding between ATC and the crew, when the crew realised their mistake on finals they failed to go around but tried to align with the correct runway, the aircraft lost speed, dropped below the glide path, hit trees, crashed in a wood 3 km before the runway threshold and caught fire, all 9 crew and 63 of the 73 passengers killed; t/t 12,658 hours 48 minutes and 8,482 cycles; soc 31dec86 line # 56-07; on charge as of 01apr80; rgd 02apr80; f/n VKO 23apr87 f/n STR 23jul95; l/n ROV 11aug99 f/n VKO 04oct00; l/n SVO 06nov05 line # 56-08; rgd 08apr80; f/n Spenenberg 18may81; converted to stinger-tail (Balkany) after 1986; f/n as Tu-134A-3 with stinger-tail Spenenberg may91; still 'CCCP-' 29mar93 with stinger-tail (Balkany); opb Border Guards at VKO; trf 'on paper' to Rossiya 25nov93 for insurance reasons; seen in ARZ-407 at MHP 18aug97/13jun99; offered for sale by Russian privatisation agency 12jan99, but not sold (was probably for Avialinii Ingushetii) stinger-tail removed; 'on paper' still a Rossiya aircraft; opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles, l/n as such in ARZ-407 at MHP 19may05; last overhaul completed 20nov05; repainted in white/light grey c/s with Belavia-style blue cheatline, no titles; carried '979' on the nose wheel door; t/t 4,811 hours by 2007; l/n CKL 07may15 line # 56-09; f/n BRU 13apr80; l/n EMA 22sep84; returned to the Soviet Union in 1984 in Aeroflot c/s; trf to MAP Komsomolsk-na-Amure APO f/n DUS 19sep87; l/n MSQ 08sep93 reported for Komsomolsk Air in basic Aeroflot c/s with small logo, no titles; last overhaul completed 24mar00; rgd 26mar03; l/n SVO 12aug06 leased from KnAAPO; in old Aeroflot c/s with 'Aeroflot-Nord' titles; l/n KUF 13jun07 in basic old Aeroflot c/s, no titles; already f/n NNM 09jul07; offered for sale by KnAAPO 24sep07 with t/t 20,710 hours and 9,183 cycles, but could not be sold; CoFA expired 13mar09; stored at Komsomolsk-na-Amure-Dzyomgi, seen jul09/jul12 line # 56-10; toc mar80; rgd 25apr80; f/n KUF 25apr93 l/n KUF 19may96; l/n DME 02jan08; operator's certificate revoked 30sep08 line # 57-01; toc 08apr80; rgd 25apr80; f/n TBS 08apr81 f/n AMS 14feb96 as Tu-134A-3 l/n DXB 02apr99 small 'Air Zena' titles on the nose l/n TBS 22aug00; small 'Air Zena' titles on the nose; not in 2001 fleet list rgd 03jul01; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n DME 18aug05 l/n ZIA 12aug12; broken up at Zhukovski by jan13
63100	CCCP-65790 CCCP-65790 UR-65790 UR-65790 RA-65790	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Ukraine-KBP AFL/Ukraine-CEJ Avialini. Ukrayin Bukovyna Aviation Aeroflot-Plus	mfd trf VKO VKO SVO	22feb80 unknown 23jul93 20may00 11mar05	used for visa renewal flights between UAE and Qeshm Island (Iran); l/n RKT 09jul00 as such; in Tajik Air fleet list oct07 still in service; l/n MHP 30dec10; seen bare metal MHP 28jun11 prio to overhaul and 04/07jul12, on test flights in red/green and white Government colours with 'Tajikistan' titles; l/n MSQ 05jun13 in red/green and white Government colours with 'Tajikistan' titles; see c/n 42235 line # 55-10; toc 03mar80; rgd 12mar80; f/n PRG 23apr81 l/n FRU 12nov04 operational; still in JP-07 line # 56-01; toc 05mar80; rgd 21mar80; f/n FRA 31aug80 l/n KBP 13apr92 l/n MUC 08dec99 converted to Tu-134A-3 by jul01; l/n KBP 29sep02 in old Aeroflot c/s without 'Plus' titles; VIP interior presented to the press at SVO 11mar05; l/n SVO 22nov06; version painted as Tu-134A opb Aero Rent; repainted by apr07 in white/grey c/s with 'wave' in two shades of brown; carried small 'Stroitransgaz' and small 'Aero Rent' titles; l/n ZIA 05mar10 with add 'JetAir group' titles in white/light grey c/s with brown trim, small titles on the nose; l/n VKO 20oct11; scrapped by VARZ-400 at VKO jan12 line # 56-02; toc 07mar80; rgd 18mar80; opb 235 OAO; f/n ARN 15sep83 l/n LED 17apr92 as

63187	CCCP-65799 YL-LBN UN-65799	Tu-134B Tu-134B-3 Tu-134B-3	AFL/Latvia-RIX Latavio Kazakh Government	mfd rgd PRG	30apr80 23sep92 mar99	line # 57-02; toc 07may80; rgd 02jun80 f/n RIX 09sep93 and 04jul94, wfu; was used as an anti-terrorist trainer; canx 20nov97 l/n TSE 07sep02; reported converted by Kazair West to 36 seat VIP aircraft 22oct01 and rented to Chevron/Texaco for one year starting 31oct02 l/n ALA may08
63195	UN-65799 UP-T3402 CCCP-65691 CCCP-65691 RA-65691 RA-65691 RA-65691 RA-65691 RA-65691	Tu-134B-3 Tu-134B-3 Tu-134AK Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Kazair West Kazair West Soviet Gvt/AFL c/s AFL/N.Kavkaz-VOG Aeroflot Volga Tatarstan Aeromskovia RusAir	ALA ALA mfd trf VOG trf rgd no trf	20nov02 07may09 29apr80 21aug84 30aug93 22feb94 27aug01 no mar11	l/n ALA 25jan11/06nov12, parked and scrapped early 2013; fuselage still present in two pieces 25mar13 line # 57-03; f/f 07may80; toc 07may80; rgd 22may80; opb 235 OAO f/n Eberswalde-Finow may91 f/n VOG 11aug99, in basic Aeroflot c/s, no titles Tu-134A-3 since when?; in all-white c/s; f/n KZN 31oct01; l/n AAQ 09aug09; stored from oct09 painted-out titles still recognisable by apr11 in all-white c/s with logo on fin, no titles; f/n DME 04apr11; l/n VKT 20jun11; w/o 20jun11 on a flight from Moscow-DME to Petrozavodsk-Besovets when deviated from the glide path in below-minima weather conditions, failed to go around, hit trees 1,200 metres before the runway threshold and 270 metres to the right of its extended centreline, continued for 510 metres, crashed on a highway junction 690 metres south of the runway (N61.867776 E34.147696), broke up and burnt out, 8 of the 9 crew and 39 of the 43 passengers killed line # 57-04; rgd 08may80; f/n Sperenberg 26may80; converted to stinger-tail (Balkany) prototype; f/f as such 20feb86; l/n Sperenberg 28jan88 with stinger-tail (Balkany); opb 978 vtap PVO at Klin; l/n Klin 20aug01 with stinger-tail (Balkany); in basic Aeroflot c/s, no titles; l/n CKL 30oct15; painted as just 'Tu-134A' with stinger-tail (Balkany); in white c/s with blue cheatline and engines, grey undersides and tail with Russian flag; painted as just 'Tu-134A' and 'KVTA' on the nose wheel-door; l/n KLD 06feb17 line # 57-05; toc 29may80; rgd 09jun80; f/n LED 04sep81; seen SXF 24sep89 with a pointed nose f/n BOH 20may93, arrived in primer c/s for painting; f/n in red/ white c/s BOH 28may93; d/d ex Filton 27oct93; canx 03aug95; l/n RIX aug96, stored after collapse of Baltija Bank; seen ZIA feb97 VIP-configured; owned by an oligarch who had it operated by various airlines (see lines below); already f/n SVO 26may97; l/n SVO 22aug97, still in basic Baltija c/s stylised 'ALT' tail logo; l/n VKO 22aug03 still in same c/s as in 2001 with 'ALT' tail logo; l/n VKO 18aug05 arrived at ARZ-407 at Minsk for overhaul 15mar06; still in operator's certificate apr07, see below in white/blue/black executive c/s with tail logo; l/n ROV 19aug12 line # 57-06; toc 28may80; rgd 09jun80; f/n SVO 29aug88; l/n SVO 20aug92, as Tu-134B-3 f/n SVO 19mar93
63207	CCCP-65980 RA-65980 RF-94296	Tu-134AK Tu-134AK Tu-134A-3	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Kln ROV	24apr80 06may94 20aug06 19dec16	name means 'Yugansk Oil and Gas Company'; canx 14mar94 f/n RIX 11sep94 in full c/s; ferried PRG-RIX oct94 after lease
63215	CCCP-65692 YL-LBB RA-65692	Tu-134B Tu-134B-3 Tu-134B-3	AFL/Latvia-RIX Baltija Skyfield	mfd rgd rgd	26may80 09mar93 10jun97	was already f/n RIX 25jan96; canx 22apr96 VIP-configured; f/n VVO 12aug96
63221	RA-65692 RA-65692 RA-65692 RA-65692 CCCP-65693 YL-LBC YL-LBC YL-LBC YL-LBC YL-LBC YL-LBC RA-65693 RA-65693 RA-65693	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Insat Aero, n/t ShaNS Air, n/t S-Air Aerotrans, n/t AFL/Latvia-RIX Latavio no titles Yuganskneftegaz Harco Air Aeroflot c/s, n/t Latavio Aviaenergo Air Vita ALLA	KJA DXB trf VKO mfd rgd SVO KUF rgd RIX rgd rgd ZIA ZIA	jan01 05mar04 15mar06 24jun06 24may80 21dec92 18apr93 25apr93 26apr94 11may95 11apr96 30may96 23aug97 may98	name means 'Yugansk Oil and Gas Company'; canx 14mar94 f/n RIX 11sep94 in full c/s; ferried PRG-RIX oct94 after lease was already f/n RIX 25jan96; canx 22apr96 VIP-configured; f/n VVO 12aug96 ALLA stands for Alla Pugachova, the most famous Russian pop-singer; l/n HRK 28jun98, with additional 'Nescafe Classic' and other advertising on the forward fuselage, 'AV' (Air Vita) on the tail l/n SVO 26feb00 executive interior for 28 pax; f/n LED 11aug01; l/n IKT 09deb17 line # 57-07; toc 24may80; rgd 09jun80; opb 1-y Rizhski OAO; converted to a Tu-134B-3; f/n as such SVO 11sep92 in basic Aeroflot c/s, no titles; f/n RIX 25may93; stored at RIX, seen sep94/sep97, cannibalised; canx 16sep97 reportedly leased to Bristow Helicopters Kazakhstan in spring 1998/2000, confirmation welcome leased from Torginsev; f/n SVO 14aug01; l/n DME 22jul07, still in the old c/s from Leasing Motors; in full c/s, no subtitles; f/n OVB 13aug07; t/t 25,739 hours and 15,305 cycles by 01jan08; CofA expired 18sep08; new CofR issued 28jan10 (again to Leasing Motors); canx after aug10; sat wfu on the grass at DME, seen aug09/aug14; seen dismantled at DME 03dec14 and transported on flat-bed trailers to the "Aviapark" shopping centre at Moscow-Khodynka, still present outside 05/18dec14; will probably be preserved in the "KidZania" family entertainment centre (N55.791611 E37.526067) to open in 2015; l/n 28feb15; seen 06aug15 in all dark blue c/s with various logos and advertising; l/n nov16 line # 57-08; VIP aircraft; in Aeroflot c/s opb 235 OAO rgd 02apr85; opb 219 LO; VIP aircraft, used by the Uzbek leadership (but not by Uzbek leader Sharaf Rashidov as sometimes reported as Rashidov had committed suicide 31oct83); converted to a 'plain' Tu-134A by ARZ-407 opb 75 LO, f/n LED 17sep86; seen again as Tu-134A-3 SVO 10apr91; l/n SVO 16apr92 f/n SVO aug98; l/n VKO 27aug02, see next line lsf Kominteravia; f/n VKO 27jun03; l/n DME 24aug03 f/n SVO 27aug04 lsf Kominteravia; l/n AAQ 25jul10 l/n NNM 29aug13 in full UTair Express c/s with additional Katekavia titles; l/n KJA 30sep15 line # 57-09; f/n Sperenberg 07aug80; converted to stinger-tail (Balkany) after 1986, f/n as such Sperenberg 10feb87 personal aircraft of the commander of the Far Eastern Military District, opb 257 osap at Khabarovsk-Bolsnoi; in basic Aeroflot c/s with grey tail, Russian flag and without titles, pennant of the commander of the Far Eastern MD behind cockpit; l/n OVB 14sep08; dbr 26mar09 on take-off from Dolinsk-Sokol (Sakhalin) at dusk during heavy snowfall when veered off the runway (which had not been duly cleaned from snow) to the left and collided with a snow-mound (1.2 metres high), the nose gear broke off and the main gears collapsed, all occupants escaped unhurt; l/n Dolinsk-Sokol (N47.258206 E142.76255) nov09/may13 line # 57-10; had East German Air Force serial 119 allocated f/n ORY 22oct81; departed SXF 02jul90 on delivery to, see below f/n SGN 30aug91; operational nov98; l/n SGN (N10.818997 E106.67042) mar99/apr14 stored; used for tug-driver training by VAECO line # 58-01; toc 22jun80; rgd 18jul80; f/n LED sep87; seen SVO 10apr91 as Tu-134B-3; l/n SVO 18may91 f/n RIX 10sep93 rgd 03aug95 l; in dark blue/white c/s with green trim; l/n RIX 05apr02 l/n FJR 19apr04; 'BE' still on fin l/n AYT 01aug04; possibly to 3C- 2005 but still in JP-07 in all-white c/s; l/n SVO 23sep07 all-white c/s, with very small titles; l/n SVO 22sep11 all-white c/s, with very small sticker; l/n SVO 23apr12 all-white c/s, named 'Alexandr Fedorchenko'; l/n TJM 15jul15; offered on the internet by Atlas-Jet for charter, 45 seater; l/n ZIA 10jun16 all-white c/s, named 'Alexandr Fedorchenko'; operator from russianplanes.net; l/n VKO 18nov16, now with small titles line # 58-02; toc 25jun80; rgd 18jul80; f/n VKO 11aug80; l/n SVO 16may91 f/n RIX 09sep93; canx 14dec93 f/n BOH 19jan94; in blue/white c/s with green trim; rgd 23aug95 to Tehinservice; l/n RIX 22aug96; canx 05feb97 l/n VKO 20aug99; basic LAT Charter c/s, no titles; operated for Sukhumi Airlines l/n VKO 02jun01, no titles very colourful livery; f/n VKO 21jun02; l/n MRV 19aug11, active; seen MCX jun13/may15, stored; moved 08sep15 from the airport to a new site on the PerekryvUj federal highway, to be preserved line # 58-03; mfd also given as 30jun80; toc 04jul80; rgd 22jul80; opb 235 OAO; f/n HEL 29nov80 f/n SVO 11may91 Tu-134A-3; l/n SVO 11sep92 l/n SVO 27aug07; last AFL flight 29dec07; offered for sale 14apr08 with t/t 43,022 hours; sold 16may08; l/n SVO 07sep08; reported broken up SVO in 2009 line # 58-04; rgd 23sep80; f/n Sperenberg 14jun82; converted to stinger-tail (Balkany) after 1986 and f/n as such Sperenberg nov90 stinger-tail (Balkany); stored CKL 23apr98, l/n CKL 13aug12/07may15, stored and still with Aeroflot titles line # 58-05; toc 03jul80; rgd 22jul80; opb 280 LO Rizhskogo OAO; photo at IP 1980; dbr 06jan81 on a positioning flight from Sukhumi to Sochi when the crew deviated from the approach pattern, the aircraft came in too high, the flaps and the landing gear were extended too late, the aircraft touched down at a speed of 275 km/h with locked brakes, the tyres burst and the aircraft veered off the runway to the right, suffering structural damage, no casualties; t/t 1,416 hours and 901 cycles; soc and canx 05feb81; the cockpit section was cut off the wreck and flown to Riga in an An-12, displayed in the Latvijas Aviacijas Tehnikas Muzejs in Riga, seen early 2005/jul15 line # 58-06; toc 04jul80; rgd 29jul80; f/n VKO 11aug80; l/n HEL 05aug92 as Tu-134B-3 soc 28jul92 to Latvia in basic Aeroflot c/s; f/n HEL 13dec92; canx 14mar94 and RIX 11sep94; in basic Aeroflot c/s; returned to RIX after lease in 1994; seen stored at RIX jan96
63221	CCCP-65693 YL-LBC YL-LBC YL-LBC YL-LBC YL-LBC RA-65693 RA-65693 RA-65693	Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	AFL/Latvia-RIX Latavio no titles Yuganskneftegaz Harco Air Aeroflot c/s, n/t Latavio Aviaenergo Air Vita ALLA	mfd rgd SVO KUF rgd RIX rgd rgd ZIA ZIA	24may80 21dec92 18apr93 25apr93 26apr94 11may95 11apr96 30may96 23aug97 may98	name means 'Yugansk Oil and Gas Company'; canx 14mar94 f/n RIX 11sep94 in full c/s; ferried PRG-RIX oct94 after lease was already f/n RIX 25jan96; canx 22apr96 VIP-configured; f/n VVO 12aug96 ALLA stands for Alla Pugachova, the most famous Russian pop-singer; l/n HRK 28jun98, with additional 'Nescafe Classic' and other advertising on the forward fuselage, 'AV' (Air Vita) on the tail l/n SVO 26feb00 executive interior for 28 pax; f/n LED 11aug01; l/n IKT 09deb17 line # 57-07; toc 24may80; rgd 09jun80; opb 1-y Rizhski OAO; converted to a Tu-134B-3; f/n as such SVO 11sep92 in basic Aeroflot c/s, no titles; f/n RIX 25may93; stored at RIX, seen sep94/sep97, cannibalised; canx 16sep97 reportedly leased to Bristow Helicopters Kazakhstan in spring 1998/2000, confirmation welcome leased from Torginsev; f/n SVO 14aug01; l/n DME 22jul07, still in the old c/s from Leasing Motors; in full c/s, no subtitles; f/n OVB 13aug07; t/t 25,739 hours and 15,305 cycles by 01jan08; CofA expired 18sep08; new CofR issued 28jan10 (again to Leasing Motors); canx after aug10; sat wfu on the grass at DME, seen aug09/aug14; seen dismantled at DME 03dec14 and transported on flat-bed trailers to the "Aviapark" shopping centre at Moscow-Khodynka, still present outside 05/18dec14; will probably be preserved in the "KidZania" family entertainment centre (N55.791611 E37.526067) to open in 2015; l/n 28feb15; seen 06aug15 in all dark blue c/s with various logos and advertising; l/n nov16 line # 57-08; VIP aircraft; in Aeroflot c/s opb 235 OAO rgd 02apr85; opb 219 LO; VIP aircraft, used by the Uzbek leadership (but not by Uzbek leader Sharaf Rashidov as sometimes reported as Rashidov had committed suicide 31oct83); converted to a 'plain' Tu-134A by ARZ-407 opb 75 LO, f/n LED 17sep86; seen again as Tu-134A-3 SVO 10apr91; l/n SVO 16apr92 f/n SVO aug98; l/n VKO 27aug02, see next line lsf Kominteravia; f/n VKO 27jun03; l/n DME 24aug03 f/n SVO 27aug04 lsf Kominteravia; l/n AAQ 25jul10 l/n NNM 29aug13 in full UTair Express c/s with additional Katekavia titles; l/n KJA 30sep15 line # 57-09; f/n Sperenberg 07aug80; converted to stinger-tail (Balkany) after 1986, f/n as such Sperenberg 10feb87 personal aircraft of the commander of the Far Eastern Military District, opb 257 osap at Khabarovsk-Bolsnoi; in basic Aeroflot c/s with grey tail, Russian flag and without titles, pennant of the commander of the Far Eastern MD behind cockpit; l/n OVB 14sep08; dbr 26mar09 on take-off from Dolinsk-Sokol (Sakhalin) at dusk during heavy snowfall when veered off the runway (which had not been duly cleaned from snow) to the left and collided with a snow-mound (1.2 metres high), the nose gear broke off and the main gears collapsed, all occupants escaped unhurt; l/n Dolinsk-Sokol (N47.258206 E142.76255) nov09/may13 line # 57-10; had East German Air Force serial 119 allocated f/n ORY 22oct81; departed SXF 02jul90 on delivery to, see below f/n SGN 30aug91; operational nov98; l/n SGN (N10.818997 E106.67042) mar99/apr14 stored; used for tug-driver training by VAECO line # 58-01; toc 22jun80; rgd 18jul80; f/n LED sep87; seen SVO 10apr91 as Tu-134B-3; l/n SVO 18may91 f/n RIX 10sep93 rgd 03aug95 l; in dark blue/white c/s with green trim; l/n RIX 05apr02 l/n FJR 19apr04; 'BE' still on fin l/n AYT 01aug04; possibly to 3C- 2005 but still in JP-07 in all-white c/s; l/n SVO 23sep07 all-white c/s, with very small titles; l/n SVO 22sep11 all-white c/s, with very small sticker; l/n SVO 23apr12 all-white c/s, named 'Alexandr Fedorchenko'; l/n TJM 15jul15; offered on the internet by Atlas-Jet for charter, 45 seater; l/n ZIA 10jun16 all-white c/s, named 'Alexandr Fedorchenko'; operator from russianplanes.net; l/n VKO 18nov16, now with small titles line # 58-02; toc 25jun80; rgd 18jul80; f/n VKO 11aug80; l/n SVO 16may91 f/n RIX 09sep93; canx 14dec93 f/n BOH 19jan94; in blue/white c/s with green trim; rgd 23aug95 to Tehinservice; l/n RIX 22aug96; canx 05feb97 l/n VKO 20aug99; basic LAT Charter c/s, no titles; operated for Sukhumi Airlines l/n VKO 02jun01, no titles very colourful livery; f/n VKO 21jun02; l/n MRV 19aug11, active; seen MCX jun13/may15, stored; moved 08sep15 from the airport to a new site on the PerekryvUj federal highway, to be preserved line # 58-03; mfd also given as 30jun80; toc 04jul80; rgd 22jul80; opb 235 OAO; f/n HEL 29nov80 f/n SVO 11may91 Tu-134A-3; l/n SVO 11sep92 l/n SVO 27aug07; last AFL flight 29dec07; offered for sale 14apr08 with t/t 43,022 hours; sold 16may08; l/n SVO 07sep08; reported broken up SVO in 2009 line # 58-04; rgd 23sep80; f/n Sperenberg 14jun82; converted to stinger-tail (Balkany) after 1986 and f/n as such Sperenberg nov90 stinger-tail (Balkany); stored CKL 23apr98, l/n CKL 13aug12/07may15, stored and still with Aeroflot titles line # 58-05; toc 03jul80; rgd 22jul80; opb 280 LO Rizhskogo OAO; photo at IP 1980; dbr 06jan81 on a positioning flight from Sukhumi to Sochi when the crew deviated from the approach pattern, the aircraft came in too high, the flaps and the landing gear were extended too late, the aircraft touched down at a speed of 275 km/h with locked brakes, the tyres burst and the aircraft veered off the runway to the right, suffering structural damage, no casualties; t/t 1,416 hours and 901 cycles; soc and canx 05feb81; the cockpit section was cut off the wreck and flown to Riga in an An-12, displayed in the Latvijas Aviacijas Tehnikas Muzejs in Riga, seen early 2005/jul15 line # 58-06; toc 04jul80; rgd 29jul80; f/n VKO 11aug80; l/n HEL 05aug92 as Tu-134B-3 soc 28jul92 to Latvia in basic Aeroflot c/s; f/n HEL 13dec92; canx 14mar94 and RIX 11sep94; in basic Aeroflot c/s; returned to RIX after lease in 1994; seen stored at RIX jan96
63221	RA-65693 RA-65693 CCCP-65694 YL-LBD UN-65694 RA-65694 RA-65694	Tu-134B-3 Tu-134B-3 Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Aviaenergo Alrosa Avia AFL/Latvia-RIX Latavio Bristow Helcop. Aeroflot AIRUnion	SVO rgd mfd rgd no rgd lsd	16aug99 17aug00 31mar80 21dec92 reports 12mar01 20jul07	name means 'Yugansk Oil and Gas Company'; canx 14mar94 f/n RIX 11sep94 in full c/s; ferried PRG-RIX oct94 after lease was already f/n RIX 25jan96; canx 22apr96 VIP-configured; f/n VVO 12aug96 ALLA stands for Alla Pugachova, the most famous Russian pop-singer; l/n HRK 28jun98, with additional 'Nescafe Classic' and other advertising on the forward fuselage, 'AV' (Air Vita) on the tail l/n SVO 26feb00 executive interior for 28 pax; f/n LED 11aug01; l/n IKT 09deb17 line # 57-07; toc 24may80; rgd 09jun80; opb 1-y Rizhski OAO; converted to a Tu-134B-3; f/n as such SVO 11sep92 in basic Aeroflot c/s, no titles; f/n RIX 25may93; stored at RIX, seen sep94/sep97, cannibalised; canx 16sep97 reportedly leased to Bristow Helicopters Kazakhstan in spring 1998/2000, confirmation welcome leased from Torginsev; f/n SVO 14aug01; l/n DME 22jul07, still in the old c/s from Leasing Motors; in full c/s, no subtitles; f/n OVB 13aug07; t/t 25,739 hours and 15,305 cycles by 01jan08; CofA expired 18sep08; new CofR issued 28jan10 (again to Leasing Motors); canx after aug10; sat wfu on the grass at DME, seen aug09/aug14; seen dismantled at DME 03dec14 and transported on flat-bed trailers to the "Aviapark" shopping centre at Moscow-Khodynka, still present outside 05/18dec14; will probably be preserved in the "KidZania" family entertainment centre (N55.791611 E37.526067) to open in 2015; l/n 28feb15; seen 06aug15 in all dark blue c/s with various logos and advertising; l/n nov16 line # 57-08; VIP aircraft; in Aeroflot c/s opb 235 OAO rgd 02apr85; opb 219 LO; VIP aircraft, used by the Uzbek leadership (but not by Uzbek leader Sharaf Rashidov as sometimes reported as Rashidov had committed suicide 31oct83); converted to a 'plain' Tu-134A by ARZ-407 opb 75 LO, f/n LED 17sep86; seen again as Tu-134A-3 SVO 10apr91; l/n SVO 16apr92 f/n SVO aug98; l/n VKO 27aug02, see next line lsf Kominteravia; f/n VKO 27jun03; l/n DME 24aug03 f/n SVO 27aug04 lsf Kominteravia; l/n AAQ 25jul10 l/n NNM 29aug13 in full UTair Express c/s with additional Katekavia titles; l/n KJA 30sep15 line # 57-09; f/n Sperenberg 07aug80; converted to stinger-tail (Balkany) after 1986, f/n as such Sperenberg 10feb87 personal aircraft of the commander of the Far Eastern Military District, opb 257 osap at Khabarovsk-Bolsnoi; in basic Aeroflot c/s with grey tail, Russian flag and without titles, pennant of the commander of the Far Eastern MD behind cockpit; l/n OVB 14sep08; dbr 26mar09 on take-off from Dolinsk-Sokol (Sakhalin) at dusk during heavy snowfall when veered off the runway (which had not been duly cleaned from snow) to the left and collided with a snow-mound (1.2 metres high), the nose gear broke off and the main gears collapsed, all occupants escaped unhurt; l/n Dolinsk-Sokol (N47.258206 E142.76255) nov09/may13 line # 57-10; had East German Air Force serial 119 allocated f/n ORY 22oct81; departed SXF 02jul90 on delivery to, see below f/n SGN 30aug91; operational nov98; l/n SGN (N10.818997 E106.67042) mar99/apr14 stored; used for tug-driver training by VAECO line # 58-01; toc 22jun80; rgd 18jul80; f/n LED sep87; seen SVO 10apr91 as Tu-134B-3; l/n SVO 18may91 f/n RIX 10sep93 rgd 03aug95 l; in dark blue/white c/s with green trim; l/n RIX 05apr02 l/n FJR 19apr04; 'BE' still on fin l/n AYT 01aug04; possibly to 3C- 2005 but still in JP-07 in all-white c/s; l/n SVO 23sep07 all-white c/s, with very small titles; l/n SVO 22sep11 all-white c/s, with very small sticker; l/n SVO 23apr12 all-white c/s, named 'Alexandr Fedorchenko'; l/n TJM 15jul15; offered on the internet by Atlas-Jet for charter, 45 seater; l/n ZIA 10jun16 all-white c/s, named 'Alexandr Fedorchenko'; operator from russianplanes.net; l/n VKO 18nov16, now with small titles line # 58-02; toc 25jun80; rgd 18jul80; f/n VKO 11aug80; l/n SVO 16may91 f/n RIX 09sep93; canx 14dec93 f/n BOH 19jan94; in blue/white c/s with green trim; rgd 23aug95 to Tehinservice; l/n RIX 22aug96; canx 05feb97 l/n VKO 20aug99; basic LAT Charter c/s, no titles; operated for Sukhumi Airlines l/n VKO 02jun01, no titles very colourful livery; f/n VKO 21jun02; l/n MRV 19aug11, active; seen MCX jun13/may15, stored; moved 08sep15 from the airport to a new site on the PerekryvUj federal highway, to be preserved line # 58-03; mfd also given as 30jun80; toc 04jul80; rgd 22jul80; opb 235 OAO; f/n HEL 29nov80 f/n SVO 11may91 Tu-134A-3; l/n SVO 11sep92 l/n SVO 27aug07; last AFL flight 29dec07; offered for sale 14apr08 with t/t 43,022 hours; sold 16may08; l/n SVO 07sep08; reported broken up SVO in 2009 line # 58-04; rgd 23sep80; f/n Sperenberg 14jun82; converted to stinger-tail (Balkany) after 1986 and f/n as such Sperenberg nov90 stinger-tail (Balkany); stored CKL 23apr98, l/n CKL 13aug12/07may15, stored and still with Aeroflot titles line # 58-05; toc 03jul80; rgd 22jul80; opb 280 LO Rizhskogo OAO; photo at IP 1980; dbr 06jan81 on a positioning flight from Sukhumi to Sochi when the crew deviated from the approach pattern, the aircraft came in too high, the flaps and the landing gear were extended too late, the aircraft touched down at a speed of 275 km/h with locked brakes, the tyres burst and the aircraft veered off the runway to the right, suffering structural damage, no casualties; t/t 1,416 hours and 901 cycles; soc and canx 05feb81; the cockpit section was cut off the wreck and flown to Riga in an An-12, displayed in the Latvijas Aviacijas Tehnikas Muzejs in Riga, seen early 2005/jul15 line # 58-06; toc 04jul80; rgd 29jul80; f/n VKO 11aug80; l/n HEL 05aug92 as Tu-134B-3 soc 28jul92 to Latvia in basic Aeroflot c/s; f/n HEL 13dec92; canx 14mar94 and RIX 11sep94; in basic Aeroflot c/s; returned to RIX after lease in 1994; seen stored at RIX jan96
63245	CCCP-65977 CCCP-65977 CCCP-65977 CCCP-65977 RA-65977 RA-65977 RA-65977 RA-65977 RA-65977 RA-65977 RA-65977 RA-65977 RA-65977 RA-65977 RA-65977	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	KGB/Border Guards Soviet Gvt/AFL c/ AFL/Uzbekistan-TAS AFL/Komi-SCW Aeroflot Komiinteravia UTair Komiinteravia UTair UTair Express Katekavia Soviet AF/AFL c/s Russian Air Force	rgd trf trf trf RJK trf lsd rgd VKO ROV KJA rgd	22jul80 27feb85 21mar85 04nov85 20nov92 22feb94 24mar02 14may04 03jul05 07oct10 feb14 11jun80 1998	line # 57-08; VIP aircraft; in Aeroflot c/s opb 235 OAO rgd 02apr85; opb 219 LO; VIP aircraft, used by the Uzbek leadership (but not by Uzbek leader Sharaf Rashidov as sometimes reported as Rashidov had committed suicide 31oct83); converted to a 'plain' Tu-134A by ARZ-407 opb 75 LO, f/n LED 17sep86; seen again as Tu-134A-3 SVO 10apr91; l/n SVO 16apr92 f/n SVO aug98; l/n VKO 27aug02, see next line lsf Kominteravia; f/n VKO 27jun03; l/n DME 24aug03 f/n SVO 27aug04 lsf Kominteravia; l/n AAQ 25jul10 l/n NNM 29aug13 in full UTair Express c/s with additional Katekavia titles; l/n KJA 30sep15 line # 57-09; f/n Sperenberg 07aug80; converted to stinger-tail (Balkany) after 1986, f/n as such Sperenberg 10feb87 personal aircraft of the commander of the Far Eastern Military District, opb 257 osap at Khabarovsk-Bolsnoi; in basic Aeroflot c/s with grey tail, Russian flag and without titles, pennant of the commander of the Far Eastern MD behind cockpit; l/n OVB 14sep08; dbr 26mar09 on take-off from Dolinsk-Sokol (Sakhalin) at dusk during heavy snowfall when veered off the runway (which had not been duly cleaned from snow) to the left and collided with a snow-mound (1.2 metres high), the nose gear broke off and the main gears collapsed, all occupants escaped unhurt; l/n Dolinsk-Sokol (N47.258206 E142.76255) nov09/may13 line # 57-10; had East German Air Force serial 119 allocated f/n ORY 22oct81; departed SXF 02jul90 on delivery to, see below f/n SGN 30aug91; operational nov98; l/n SGN (N10.818997 E106.67042) mar99/apr14 stored; used for tug-driver training by VAECO line # 58-01; toc 22jun80; rgd 18jul80; f/n LED sep87; seen SVO 10apr91 as Tu-134B-3; l/n SVO 18may91 f/n RIX 10sep93 rgd 03aug95 l; in dark blue/white c/s with green trim; l/n RIX 05apr02 l/n FJR 19apr04; 'BE' still on fin l/n AYT 01aug04; possibly to 3C- 2005 but still in JP-07 in all-white c/s; l/n SVO 23sep07 all-white c/s, with very small titles; l/n SVO 22sep11 all-white c/s, with very small sticker; l/n SVO 23apr12 all-white c/s, named 'Alexandr Fedorchenko'; l/n TJM 15jul15; offered on the internet by Atlas-Jet for charter, 45 seater; l/n ZIA 10jun16 all-white c/s, named 'Alexandr Fedorchenko'; operator from russianplanes.net; l/n VKO 18nov16, now with small titles line # 58-02; toc 25jun80; rgd 18jul80; f/n VKO 11aug80; l/n SVO 16may91 f/n RIX 09sep93; canx 14dec93 f/n BOH 19jan94; in blue/white c/s with green trim; rgd 23aug95 to Tehinservice; l/n RIX 22aug96; canx 05feb97 l/n VKO 20aug99; basic LAT Charter c/s, no titles; operated for Sukhumi Airlines l/n VKO 02jun01, no titles very colourful livery; f/n VKO 21jun02; l/n MRV 19aug11, active; seen MCX jun13/may15, stored; moved 08sep15 from the airport to a new site on the PerekryvUj federal highway, to be preserved line # 58-03; mfd also given as 30jun80; toc 04jul80; rgd 22jul80; opb 235 OAO; f/n HEL 29nov80 f/n SVO 11may91 Tu-134A-3; l/n SVO 11sep92 l/n SVO 27aug07; last AFL flight 29dec07; offered for sale 14apr08 with t/t 43,022 hours; sold 16may08; l/n SVO 07sep08; reported broken up SVO in 2009 line # 58-04; rgd 23sep80; f/n Sperenberg 14jun82; converted to stinger-tail (Balkany) after 1986 and f/n as such Sperenberg nov90 stinger-tail (Balkany); stored CKL 23apr98, l/n CKL 13aug12/07may15, stored and still with Aeroflot titles line # 58-05; toc 03jul80; rgd 22jul80; opb 280 LO Rizhskogo OAO;

	YL-LBG YL-LBG UN-65699 ST-MRS	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	LAT Charter LAT Charter Marsland Marsland	RIX PMI KRT SHJ	22sep97 mar98 14jan03 06dec03	in basic Aeroflot c/s with small 'LAT Charter' logo in green/dark blue c/s; l/n RIX 05apr02 reported by Air-Britain c/n confirmed by Sudanese CAA; named 'Sudan'; initially in basic blue LAT Charter c/s with red/white 'Marsland' logo on fin; l/n as such KRT 07aug06; seen KRT 19aug06 in a red c/s (similar to LAT Charter); l/n KRT 17jan11
	ST-MRS	Tu-134B-3	Dove Air	KRT	02jun11	in white c/s with blue tail; 'Dove Air' titles and logo painted on in Sudan Airways hangar at KRT 02jun11; l/n KRT 28mar16, stored line # 58-07; toc 04jul80; rgd 29jul80; f/n SNN 15nov84; see c/n 03564783
63340	CCCP-65700(1) CCCP-65700(1) YL-LBH YL-LBH 4L-AAB RA-65569 no reg RA-65569 RA-65569 RA-65569	Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	AFL/Latvia-RIX Latavio Latavio LAT Charter Charter titles Aviaexpresscruise Aviaexpresscruise Daghestan Airlines Vaynah Avia Daghestan Airlines	mfd HEL rgd BOH VKO rgd VKO VKO	30jun80 16dec92 21dec92 18oct93 16apr97 23jul99 02jun01 23aug02 23aug07	f/n HEL 10jan93; canx 17sep93 in overall-green/blue c/s; l/n RIX 22aug96 in basic LAT Charter c/s; operated for Sukhumi Airlines; l/n VKO 22aug99 f/n VKO 23oct99; l/n VKO 22mar01 in basic LAT Charter c/s; canx 30sep01 f/n VKO 06may03; stored at ROV, seen nov04/jun06 full Daghestan c/s with own titles; still in Daghestan fleet list 28nov07; l/n MRV 21aug08 full Daghestan c/s with titles; seen LED 25dec10; seen MRV aug12/jul14, stored line # 58-08; f/n Sperenberg 01dec80; converted to stinger-tail (Balkany) after 1986 with stinger-tail (Balkany) until 04nov98; stinger-tail removed; f/n SHJ mar97; l/n VKO 01jul98 l/n VKO 06jun99; last reported Anapa-Vityazevo 06jul99 in an incident report l/n GOJ oct10 line # 58-09; toc 30dec80; rgd 15jan81; opb 235 OAO at VKO opb military unit 2450; in Aeroflot c/s; f/n VKO 30aug88; converted to a Tu-134A-3 by 27mar92; l/n KBP 13apr92 opb military unit 1462 at Chashnikov/SVO; officially in the operator's certificate of Rossiya for insurance reasons from 22jul94; initially in Aeroflot c/s; l/n as such MHP 13jun99; repainted in Rossiya c/s; f/n as such VKO 16aug01
63350	CCCP-65983 RA-65983 RA-65983 RA-65983 RA-65983	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet AF/AFL c/s Russian AF/AFL c/s Permttransavia Gazpromavia Yamal	mfd MHP lsd TAT SVO	25jul80 05jul95 04nov96 05jan99 09mar04	line # 58-09; toc 30dec80; rgd 15jan81; opb 235 OAO at VKO opb military unit 2450; in Aeroflot c/s; f/n VKO 30aug88; converted to a Tu-134A-3 by 27mar92; l/n KBP 13apr92 opb military unit 1462 at Chashnikov/SVO; officially in the operator's certificate of Rossiya for insurance reasons from 22jul94; initially in Aeroflot c/s; l/n as such MHP 13jun99; repainted in Rossiya c/s; f/n as such VKO 16aug01 opb military unit 83475 at Moscow; carried a Border Guards badge near the forward entry door when seen jun04, see line above; l/n VKO 18aug05; offered for sale by the Russian privatisation agency sep05 and sold 11oct05 VIP aircraft for 32 passengers; in white c/s with 3 thin black cheatlines, small titles on the nose only; named 'Svetlana'; last overhaul completed 11aug06; offered for sale may09; t/t 7,529 hours and 3,930 cycles by 01jan10; rgd 02feb10 to Rosdolorizing, still leased to Sirius-Aero; l/n GOJ 29oct16 line # 58-10; toc 08aug80; rgd 22aug80; in Aeroflot c/s with blue tail initially; f/n VKO 11aug80; l/n FRA 07mar92 as Tu-134B-3 rgd 14oct92 !; CoFA AMS 20jul93 gave registration date 20nov92 !; l/n RIX 22aug96; canx 30aug96 f/n CDG dec96; l/n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; l/n VKO 16jun07 small sticker only; l/n GOJ 11feb08 f/n GOJ 16jan09, small RusJet sticker port side only above nose undercarriage; l/n GOJ 06oct13; broken up at GOJ jul14
	RA-65978 RA-65978	Tu-134A-3 Tu-134A-3	FSB/Border Guards FSB	VKO trf	27apr93 30jun03	opb military unit 1462 at Chashnikov/SVO; officially in the operator's certificate of Rossiya for insurance reasons from 22jul94; initially in Aeroflot c/s; l/n as such MHP 13jun99; repainted in Rossiya c/s; f/n as such VKO 16aug01 opb military unit 83475 at Moscow; carried a Border Guards badge near the forward entry door when seen jun04, see line above; l/n VKO 18aug05; offered for sale by the Russian privatisation agency sep05 and sold 11oct05 VIP aircraft for 32 passengers; in white c/s with 3 thin black cheatlines, small titles on the nose only; named 'Svetlana'; last overhaul completed 11aug06; offered for sale may09; t/t 7,529 hours and 3,930 cycles by 01jan10; rgd 02feb10 to Rosdolorizing, still leased to Sirius-Aero; l/n GOJ 29oct16 line # 58-10; toc 08aug80; rgd 22aug80; in Aeroflot c/s with blue tail initially; f/n VKO 11aug80; l/n FRA 07mar92 as Tu-134B-3 rgd 14oct92 !; CoFA AMS 20jul93 gave registration date 20nov92 !; l/n RIX 22aug96; canx 30aug96 f/n CDG dec96; l/n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; l/n VKO 16jun07 small sticker only; l/n GOJ 11feb08 f/n GOJ 16jan09, small RusJet sticker port side only above nose undercarriage; l/n GOJ 06oct13; broken up at GOJ jul14
	RA-65978	Tu-134A-3	Sirius-Aero	VKO	jan07	line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; l/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; l/n Sperenberg 28jun93 with stinger-tail (Balkany); l/n CKL 13jan13/07may15, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; seen SVO 08apr91 as Tu-134B-3; l/n SVO 23sep91 l/n PRG 13aug92; leased to Ensor Air 10aug92/12sep92 in basic Aeroflot c/s, white tail f/n BKA 08apr93; l/n RIX 18aug96, no titles, wfu; canx 22may97 l/n TBS 22jun04; wfu before 2007 because of corrosion line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81
63365	CCCP-65701 YL-LBI YL-LBI RA-65701 RA-65701 RA-65701 RA-65701	Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	AFL/Latvia-RIX Latavio Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet	mfd SNN rgd rgd VKO VKO trf	31jul80 07sep92 02sep96 16nov01 29mar07 29jun07 jun08	line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; l/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; l/n Sperenberg 28jun93 with stinger-tail (Balkany); l/n CKL 13jan13/07may15, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; seen SVO 08apr91 as Tu-134B-3; l/n SVO 23sep91 l/n PRG 13aug92; leased to Ensor Air 10aug92/12sep92 in basic Aeroflot c/s, white tail f/n BKA 08apr93; l/n RIX 18aug96, no titles, wfu; canx 22may97 l/n TBS 22jun04; wfu before 2007 because of corrosion line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81
63375	CCCP-65702 CCCP-65702 65702 4K-65702	Tu-134B Tu-134B Tu-134B Tu-134B-3	AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al Azerbaijan Al	mfd trf BAK LED	14aug80 11feb82 08dec92 25oct94	line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; l/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; l/n Sperenberg 28jun93 with stinger-tail (Balkany); l/n CKL 13jan13/07may15, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; seen SVO 08apr91 as Tu-134B-3; l/n SVO 23sep91 l/n PRG 13aug92; leased to Ensor Air 10aug92/12sep92 in basic Aeroflot c/s, white tail f/n BKA 08apr93; l/n RIX 18aug96, no titles, wfu; canx 22may97 l/n TBS 22jun04; wfu before 2007 because of corrosion line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81
63383	CCCP-65703 CCCP-65703 4K-65703	Tu-134B Tu-134B Tu-134B-3	AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al	mfd trf trf	28aug80 20jul82 23sep93	line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; l/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; l/n Sperenberg 28jun93 with stinger-tail (Balkany); l/n CKL 13jan13/07may15, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; seen SVO 08apr91 as Tu-134B-3; l/n SVO 23sep91 l/n PRG 13aug92; leased to Ensor Air 10aug92/12sep92 in basic Aeroflot c/s, white tail f/n BKA 08apr93; l/n RIX 18aug96, no titles, wfu; canx 22may97 l/n TBS 22jun04; wfu before 2007 because of corrosion line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81
63400	CCCP-65984	Tu-134AK	Soviet AF/AFL c/s	mfd	30aug80	line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; l/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; l/n Sperenberg 28jun93 with stinger-tail (Balkany); l/n CKL 13jan13/07may15, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; seen SVO 08apr91 as Tu-134B-3; l/n SVO 23sep91 l/n PRG 13aug92; leased to Ensor Air 10aug92/12sep92 in basic Aeroflot c/s, white tail f/n BKA 08apr93; l/n RIX 18aug96, no titles, wfu; canx 22may97 l/n TBS 22jun04; wfu before 2007 because of corrosion line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81
63410	RA-65984 CCCP-65704 CCCP-65704 CCCP-65704 YL-LBJ 4K-65704	Tu-134A-3 Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Russian AF/AFL c/s AFL/Latvia-RIX Ensor Air, n/t Latavio Latavio Azerbaijan Al	CKL toc PRG HEL rgd IST	24aug95 24sep80 02aug92 14oct92 21dec92 08jan00	line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; l/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; l/n Sperenberg 28jun93 with stinger-tail (Balkany); l/n CKL 13jan13/07may15, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; seen SVO 08apr91 as Tu-134B-3; l/n SVO 23sep91 l/n PRG 13aug92; leased to Ensor Air 10aug92/12sep92 in basic Aeroflot c/s, white tail f/n BKA 08apr93; l/n RIX 18aug96, no titles, wfu; canx 22may97 l/n TBS 22jun04; wfu before 2007 because of corrosion line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81
63415	CCCP-65705 CCCP-65705 65705 4K-65705	Tu-134B Tu-134B Tu-134B-3 Tu-134B-3	AFL/Latvia-RIX AFL/Azerbaijan-BAK Aeroflot Azerbaijan Al	trf BAK BAK	14may82 10dec92 13apr94	line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; l/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; l/n Sperenberg 28jun93 with stinger-tail (Balkany); l/n CKL 13jan13/07may15, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; seen SVO 08apr91 as Tu-134B-3; l/n SVO 23sep91 l/n PRG 13aug92; leased to Ensor Air 10aug92/12sep92 in basic Aeroflot c/s, white tail f/n BKA 08apr93; l/n RIX 18aug96, no titles, wfu; canx 22may97 l/n TBS 22jun04; wfu before 2007 because of corrosion line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81
63425	CCCP-65706 CCCP-65706 YL-LBK	Tu-134B Tu-134B Tu-134B-3	AFL/Latvia-RIX Baltic Internat. Baltic Internat.	trf MST rgd	14may82 10dec92 25sep80 27mar92 03nov92	with Azerbaijan flag l/n BAK 23sep01; not on Azerbaijan register 20nov03; l/n GYD mar05, derelict line # 59-06; toc 04oct80; rgd 20oct80; f/n RIX 05sep81; l/n MST 21mar92, arrived for painting departed after painting f/n FRA 04nov92; was stored at RIX, seen jul97/apr02; stored with registration on the wings only at GME since around 2003, l/n aug06/may08; photo ROV 2009 wfu, minus tail and other parts; l/n ROV 03mar10 as such line # 59-07; toc 20nov80; rgd 10dec80; opb 235 OAO; f/n HEL 25may81
63435	CCCP-65707 CCCP-65707 CCCP-65707 ER-65707	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3	Soviet Govt/AFL c/s AFL/Moldova-KIV Air Moldova Air Moldova	mfd trf FRA rgd	21oct80 31aug84 18jul92 31mar94	line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; l/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; l/n Sperenberg 28jun93 with stinger-tail (Balkany); l/n CKL 13jan13/07may15, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; seen SVO 08apr91 as Tu-134B-3; l/n SVO 23sep91 l/n PRG 13aug92; leased to Ensor Air 10aug92/12sep92 in basic Aeroflot c/s, white tail f/n BKA 08apr93; l/n RIX 18aug96, no titles, wfu; canx 22may97 l/n TBS 22jun04; wfu before 2007 because of corrosion line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81
63447	CCCP-65708 CCCP-65708 CCCP-65708 CCCP-65708 AL-65708 65708 4K-65708	Tu-134B Tu-134B Tu-134B Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3	AFL/Latvia AFL/GosNII GA AFL/Latvia AFL/Azerbaijan-BAK Azerbaijan Gvt Azerbaijan Al Azerbaijan Al	mfd trf trf trf ZRH BAK DME	14oct80 08dec82 30aug83 15nov83 30jan92 08dec92 16aug97	line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; l/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; l/n Sperenberg 28jun93 with stinger-tail (Balkany); l/n CKL 13jan13/07may15, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; seen SVO 08apr91 as Tu-134B-3; l/n SVO 23sep91 l/n PRG 13aug92; leased to Ensor Air 10aug92/12sep92 in basic Aeroflot c/s, white tail f/n BKA 08apr93; l/n RIX 18aug96, no titles, wfu; canx 22may97 l/n TBS 22jun04; wfu before 2007 because of corrosion line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81
63457	63457 C9-CAA	Tu-134AK Tu-134AK	Mozambique Govt. Mozambique Govt.	mfd CAI	18oct80 26may81	with Azerbaijan flag l/n BAK 23sep01; not on Azerbaijan register 20nov03; l/n GYD mar05, derelict line # 59-06; toc 04oct80; rgd 20oct80; f/n RIX 05sep81; l/n MST 21mar92, arrived for painting departed after painting f/n FRA 04nov92; was stored at RIX, seen jul97/apr02; stored with registration on the wings only at GME since around 2003, l/n aug06/may08; photo ROV 2009 wfu, minus tail and other parts; l/n ROV 03mar10 as such line # 59-07; toc 20nov80; rgd 10dec80; opb 235 OAO; f/n HEL 25may81
63468	CCCP-65985 65985 4K-65985 4K-65496	Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet AF/AFL c/s Azerbaijan Gvt Azerbaijan Gvt Azerbaijan Gvt	rgd BAK BAK BAK	14jan81 08dec92 13apr94 16may96	with additional small 'Aeroflot' titles below the cheatline; l/n FRA 24apr93 f/n FRA 14aug93 still in basic ex-Aeroflot c/s, white tail; see late rgd; l/n FRA nov94 as such; repainted into full colours; wfu by apr03 but still in reasonable condition, l/n KIV aug12/feb15 (N46.934121 E28.925135); canx between 12may15 and 31dec15 line # 59-08; toc 21oct80; rgd 10nov80 f/n BAK feb03/mar03, wfu/stored; not on Azerbaijan register 20nov03 line # 59-09; probably directly re-registered on, see next line; f/n HRE 1980, on delivery ? personal aircraft of Mozambican president Samora Machel; l/n RTM 06oct83; w/o 19oct86 when crashed near Nelspruit (South Africa), an inadvertent selection of the Matsapa VOR frequency had caused the crew to execute a premature 37 degree turn (although the pilot queried the turn, no effort was made to verify it by using the available navigational aids), the aircraft descended below the 3,000 feet limit in spite of not having visual contact with Maputo (the crew erroneously assumed a power failure at Maputo), a 32 second GPWS warning was ignored and the aircraft collided with the ground at 2,187 feet in the Lebombo mountains at Mbuzini in eastern Transvaal (now Mpumalanga), bounced and crashed into an uphill slope, the aircraft broke up and caught fire, eight out of nine crew and 26 of the 36 passengers (among them Samora Machel) killed; t/t 1,040 hours and 565 cycles line # 59-10; f/n Sperenberg 29oct81; converted to stinger-tail (Balkany) after 1986, f/n as such and as Tu-134A-3 Sperenberg sep92; canx from Russian register only 12mar01 ! with stinger-tail (Balkany) with stinger-tail (Balkany) c/n confirmed; with additional 'AHY' titles; initially still with stinger-tail (Balkany); seen BAK 16may96 with 'Azerbaijan' titles; not on Azerbaijani register 20nov03; stinger-tail removed by 2005; seen GYD sep05 with 'Azerbaijan' titles and l/n as such MHP 09sep09; last overhaul completed apr10; seen MHP 09apr10 again with 'Azerbaijan' titles; l/n CKL 11dec10 line # 60-01; rgd 14jan81; opb 2 ae 354 apen 8 adon at CKL; f/n Sperenberg 20feb82; converted to stinger-tail (Balkany) after 1986; l/n Tököl 05aug89 with stinger-tail (Balkany); based at CKL; f/n as a Tu-134A-3 AER 14jul05; l/n in standard Aeroflot c/s CKL 18aug10; f/n with 'VVS Rossii' titles on fin in addition to the 'Aeroflot' titles CKL 29sep11; l/n CKL 13aug12; overhauled by RZGA No. 412 from 10apr13, t/t 5,915 hours and 5,348 cycles by then with stinger-tail (Balkany); in c/s similar to Rossiya, no titles; l/n CKL oct16 line # 60-02; toc 15jan81; rgd 29jan81 f/n AER aug83; l/n KBP 13apr92 with Azerbaijan flag, Tu-134B-3 this date with Azerbaijan flag with Azerbaijan flag engineless, wfu; reported for Azerbaijan Airlines line # 60-03; toc 10dec80; rgd 16jan81 f/n SVO 11jun90 seen BAK may96/may03, stored engineless; not on Azerbaijan register 20nov03; still in JP-05 line # 60-04; toc 14dec80; rgd 16jan81; f/n RIX 05sep81
63475	CCCP-65986 RA-65986	Tu-134AK Tu-134AK	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd CKL	14nov80 03sep93	with Azerbaijan flag with Azerbaijan flag engineless, wfu; reported for Azerbaijan Airlines line # 60-03; toc 10dec80; rgd 16jan81 f/n SVO 11jun90 seen BAK may96/may03, stored engineless; not on Azerbaijan register 20nov03; still in JP-05 line # 60-04; toc 14dec80; rgd 16jan81; f/n RIX 05sep81
63484	RA-65986 CCCP-65709 CCCP-65709 65709 4K-65709	Tu-134AK Tu-134B Tu-134B Tu-134B-3 Tu-134B-3	Russian Air Force AFL/Latvia-RIX AFL/Azerbaijan-BAK Aeroflot Aeroflot c/s, n/t	ROV mfd trf BAK BAK	19nov14 23dec80 30dec81 11dec92 17may96	photo exists at IST, with 'Azarbaycan' titles and additional 'AZAL' on engine, small 'Aeroflot' titles under blue cheatline, with blue rear fuselage extending up the back of the tail, no dash in the registration again with AL- prefix ! with 'Azarbaycan' titles; seen DME apr94 with additional 'AHY' titles and 'Azal' logo on its tail; l/n BAK feb03/may03, seemed wfu/stored; not on Azerbaijan register 20nov03; still in JP-05 line # 60-05; rgd 14jan81; f/n Sperenberg 04mar81; converted to stinger-tail (Balkany) after 1986, f/n as such and as Tu-134A-3 Sperenberg 11mar91; l/n Sperenberg 15oct92
63490	CCCP-65710 CCCP-65710 4K-65710	Tu-134B Tu-134B Tu-134B-3	AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al	mfd trf MHP	29nov80 15oct82 09sep93	with Azerbaijan flag with Azerbaijan flag engineless, wfu; reported for Azerbaijan Airlines line # 60-03; toc 10dec80; rgd 16jan81 f/n SVO 11jun90 seen BAK may96/may03, stored engineless; not on Azerbaijan register 20nov03; still in JP-05 line # 60-04; toc 14dec80; rgd 16jan81; f/n RIX 05sep81
63498						

	RA-65987	Tu-134A-3	Russian AF/AFL c/s	HEL	09mar93	with stinger-tail (Balkany); dbr 21may08 whilst being parked at Chkalovski when was rammed by a KrAZ fuel bowser, damaging the lower fuselage in front of the wing; seen CKL may10/may15 still as such
63515	CCCP-65712	Tu-134B	AFL/Latvia-RIX	mfd	30dec80	line # 60-06; toc 07jan81; rgd 29jan81; f/n LED 01sep88; seen SVO 08apr91 as Tu-134B-3; l/n HEL 19jul92
	CCCP-65712	Tu-134B-3	Latavio	HEL	04oct92	f/n HEL 20dec92; l/n RIX 22aug96; canx 28may97
	YL-LBL	Tu-134B-3	Latavio	rgd	15dec92	
	4K-65712	Tu-134B-3	Azerbaijan AI	ALP	16sep97	l/n ALP 18nov97 still in basic Latavio c/s
	RA-65712	Tu-134B-3	not noted	VKO	17jun99	current on register 02dec02 !
	4K-65712	Tu-134B-3	Azerbaijan AI	GYD	24aug03	repainted in white/grey c/s with blue cheatline and trim, now with 'Azerbaijan' titles and 'AZAL' logo on fin; named 'Aghdam'; seen GYD dec08/oct09, wfu; scrapped at GYD in 2010, seen 15sep10 with wings and tail cut off
63520	CCCP-65713(1)	Tu-134B	AFL/Latvia-RIX	mfd	09dec80	line # 60-07; toc 07jan81; rgd 29jan81; transferred to the Ulyanovsk Training Centre 11nov82, but still on charge of the Latvian directorate as of 01jan83; f/n SVO 29aug81
	CCCP-65713(1)	Tu-134B	AFL/Azerbaijan-BAK	trf	27jan83	
	65713(1)	Tu-134B-3	Aeroflot	BAK	08dec92	
	4K-65713(1)	Tu-134B-3	Azerbaijan AI	VKO	16jul93	in new blue c/s with Azerbaijan titles and named 'Astara' GOJ 26apr07; l/n GYD 16oct09, stored and sep10/feb12 in the scrapping area (N40.459801 E50.065820); l/n jul16 in primer c/s, without registration; seen c/n 9351101
63527	CCCP-65714	Tu-134B	AFL/Latvia-RIX	mfd	30dec80	line # 60-08; rgd 29jan81; on charge as of 01apr81; f/n RIX 05sep81
	CCCP-65714	Tu-134B	AFL/Azerbaijan-BAK	trf	31dec81	
	65714	Tu-134B	Aeroflot	BAK	10dec92	with Azerbaijan flag
	4K-65714	Tu-134B-3	Azerbaijan AI	MHP	10jul94	initially carried 'Azerbaycan' titles, seen as such may96/1998; repainted in white/grey c/s with blue cheatline and trim, now with 'Azerbaijan' titles and 'AZAL' logo on fin; named 'Sheki'; f/n as such TBS 09sep05; seen wfu at GYD jan09/oct09; in the scrapping area by sep10; l/n dec11/feb12; by feb14 in the process of being assembled in the village of Gyalayadz Guba, to become a Restaurant, with the fuselage forward of the tail already in place, the wings and tail to follow in due course
63536	CCCP-65715	Tu-134B	AFL/Latvia-RIX	mfd	06feb81	line # 60-09; rgd 28apr81; on charge as of 01jul81; f/n LED 04sep88; l/n SVO 18may91 as Tu-134B-3
	CCCP-65715	Tu-134B-3	Baltic Internat.	SNN	09apr92	l/n FRA 29aug92; trf 27sep92 to Latvia
	YL-LBM	Tu-134B-3	Baltic Internat.	rgd	15nov92	f/n FRA 23nov92; photo RIX 17may94 without titles; canx 15dec94 as to Latavio
	YL-LBM	Tu-134B-3	Baltic Intl, n/t	FRA	16dec94	l/n stored RIX jun95/aug96
	4L-AAC	Tu-134B-3	ex Baltic c/s	VKO	24aug97	no titles, was operated by Sukhumi Airlines; l/n VKO 01jul98
	RA-65715	Tu-134B-3	Alosra	rgd	16dec00	f/n IKT 06jun01; l/n MJZ 28oct16
63550	CCCP-65988	Tu-134AK	Soviet AF/AFL c/s	mfd	04jan81	line # 60-10; rgd 13feb81; f/n Spenberg 25feb83; converted to stinger-tail (Balkany) after 1986; f/n as such and as Tu-134A-3 Spenberg 03jul93; still 'CCCP-' 08jul93
	RA-65988	Tu-134A-3	Russian AF/AFL c/s	ROV	14may96	overflow from nearby air base; with stinger-tail (Balkany); seen wfu at CKL aug05; its starboard wing was removed 24oct07 to be used for the repair of Tu-134AK RA-65573; l/n CKL 13aug12 complete
63560	HA-LBP	Tu-134A	Hungarian Govt.	mfd	04jan81	line # 61-01; in full MALÉV c/s; ICAO Cat II aircraft and sometimes used on MALÉV flights for crew practice; rgd 03feb81; d/d 13feb81; officially h/o to MALÉV 28dec87
	HA-LBP	Tu-134A	MALÉV	d/d	01jan88	converted to Tu-134A-3 feb88; last flight 09feb94; dbr adter a cockpit fire whilst on maintenance at Budapest; stored for spares and finally broken up between 10jan97 and 24jan97; canx 15jan97
63580	HA-LBR	Tu-134A	Hungarian Govt.	mfd	08jan81	line # 61-02; in full MALÉV c/s; ICAO Cat II aircraft and sometimes used on MALÉV flights for crew practice; rgd 03feb81; d/d 14feb81; officially h/o to MALÉV 28dec87; last government flight 18jul94 CGN-BUD
	HA-LBR	Tu-134A	MALÉV	d/d	01jan88	converted to Tu-134A-3 feb88; still used on government flights until 1994; last service 31dec97 to Warsaw and last flight 08jan98 was a joyflight over Budapest; canx 09jul98 and delivered to Minsk same day not taken up, directly sold as, see below
	EW-65943	Tu-134A-3	Lukoil	rgd	09jul98	f/n VKO 21aug99; l/n DME 17oct10; wfu before may11; stored at SGC, last reported may11; moved and preserved at the Lebyazhye shooting range of the Russian MVD near Surgut; visible on GE jul12 (N61.37996292 E73.20449066); photo 16jun14
	RA-65943	Tu-134A-3	Kolavia	rgd	09jul99	line # 61-03; toc sep81; rgd only 07jul82; in Aeroflot c/s; f/n SVO 29apr84
63595	CCCP-65716	Tu-134B	AFL/GosNII GA	mfd	02feb81	the last Riga Tu-134B transferred to Syktyvkar; l/n SVO 18may91 as Tu-134B-3
	CCCP-65716	Tu-134B	AFL/Azerbaijan-BAK	trf	04apr85	f/n SCW 11jun94, Aeroflot c/s and titles
	CCCP-65716	Tu-134B	AFL/Latvia-RIX	trf	unknown	l/n SVO 06nov03; l/n SVO 29jun04
	CCCP-65716	Tu-134B	AFL/Komi-SCW	trf	04apr86	l/n SVO 06nov03; l/n SVO 29jun04
	RA-65716	Tu-134B-3	Komiavia	trf	22feb94	l/n SVO 06nov03; l/n SVO 29jun04
	RA-65716	Tu-134B-3	Komiinteravia	LED	14apr99	l/n SVO 06nov03; l/n SVO 29jun04
	RA-65716	Tu-134B-3	Utair	SCW	29jun05	l/n SVO 06nov03; l/n SVO 29jun04
	RA-65716	Tu-134B-3	Utair Express	VKO	31jul10	l/n SVO 06nov03; l/n SVO 29jun04
63605	CCCP-65989	Tu-134AK	Soviet AF/AFL c/s	mfd	12feb81	line # 61-04; rgd 15jun81; f/n CGN 26nov81; converted to stinger-tail (Balkany) after 1986 and f/n as such Toköl aug89
	RA-65989	Tu-134A-3	Russian AF/AFL c/s	CKL	05aug00	with stinger-tail (Balkany); version as such in Register, but painted just as Tu-134A; based at CKL; l/n CKL 13aug12, still with 'Aeroflot' titles; overhauled by RZGA No. 412 from 31oct12, t/t 5,809 hours and 4,821 cycles by then
63620	RA-65989	Tu-134A-3	Russian Air Force	CKL	21may14	in c/s similar to Rossiya, with 'VVS Rossii' titles on tail; version still painted as Tu-134A; l/n ROV aug16
	"03" red	Tu-134LK2	Soviet Air Force	mfd	25feb81	line # 61-05; opb 70 oitap on / Space Training Centre at Chkalovski; c/s as per Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83; l/n SVO 19mar93, c/n not checked this date
	"03" blue	Tu-134A-3	Russian Air Force	CKL	19aug01	no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1998), tactical code on nose-gear doors only; last overhaul completed 25feb00; l/n CKL 04aug08
	RF-65151	Tu-134A-3	Russian Air Force	CKL	17aug09	c/n confirmed; in the same c/s as above
	RF-65151	Tu-134A-3	Roscosmos	CKL	09may10	based at Chkalovski; repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/'Tsentri podgotovki kosmonavtov' titles on fuselage; t/t 4,692 hours and 4,020 cycles by 09jul10; l/n CKL 09sep16
63637	CCCP-65719	Tu-134AK	MOM NPO "Energiya"	mfd	25feb81	line # 61-06; rgd 18mar81; f/n VKO 23apr89 in Aeroflot c/s; l/n VKO 15may93
	RA-65719	Tu-134AK	MOM NPO "Energiya"	VKO	02sep93	in Aeroflot c/s
	RA-65719	Tu-134AK	Kosmos	VKO	24jan94	in white c/s with grey undersides, red/blue logo on the tail and red titles; l/n VKO 23apr97, see next line
	RA-65719	Tu-134AK	Kosmos	trf	20jul95	l/n VKO aug97; Tu-134A-3 by jan07; seen VKO 19may10 with additional small Energiya titles; seen GOJ 05mar11, just Kosmos titles; l/n VKO 02jul16
63657	CCCP-65717	Tu-134A	Soviet Gvt/AFL c/s	mfd	06mar81	line # 61-07; toc 18mar81; rgd 27mar81; opb 235 OAO; f/n HEL 25jul81
	CCCP-65717	Tu-134A	AFL/International	trf	12apr84	seen PRG 05may89 as Tu-134A-3; l/n SVO 14aug92
	RA-65717	Tu-134A-3	Aeroflot Rus. AI	HEL	14nov92	last overhaul completed 29jul04; undertook the last flight of an Aeroflot Russian Airlines Tu-134 31dec07 (UFA-SVO); offered for sale 14apr08 with t/t 40,612 hours, but obviously not sold; CoFA expired 20apr08; l/n SVO 05aug08; canx 22dec08 as wfu; t/t 40,612 hours and 19,976 cycles; last flight 28apr09 (to RIX); preserved in Latvijas Aviacijas Tehnikas Muzejs in Riga (N56.926038 E23.97942) since, l/n aug16
63668	CCCP-65718	Tu-134AK	AFL/Ukraine-KBP	mfd	31mar81	line # 61-08; rgd 18may81; on charge as of 01jul81; VIP aircraft, operated for the government of the Ukrainian Soviet Republic; l/n KBP 13apr92
	UR-65718	Tu-134A-3	Avialini. Ukrayiny	rgd	21jan93	f/n KBP 16jul93
	UR-65718	Tu-134A-3	Ukraine Government	PRG	03feb97	l/n BUD 18nov97
	65718	Tu-134A-3	Ukraine Government	MST	10jan99	all-silver c/s, no titles; arrived for painting
	UR-65718	Tu-134A-3	Ukraine Government	MST	04apr99	opb Ukraina Aviation Enterprise; at MHP 12may08, bare metal; seen LWO 28may09, full c/s; canx mar16; l/n KBP 24may16, stored
63684	CCCP-65900	Tu-134AK	AFL/Kazakhstan-ALA	mfd	16apr81	line # 61-09; toc 25apr81; rgd 25may81; f/n ALA 22apr84
	UN-65900	Tu-134A-3	Kazair	FRA	25may93	Almaty based; photo SVO date unknown in full Kazair c/s and titles with additional Kazakhstan Airlines titles
	UN-65900	Tu-134A-3	Air Kazakstan	trf	26sep96	l/n FRU oct04; still in fleet list 22nov04 but not in fleet list 31dec05; l/n DXB 13nov06
	UN-65900	Tu-134A-3	Kazair West	ALA	03aug98	l/n KIV 20jul08
	UN-65900	Tu-134A-3	Samal Air	URC	mid07	l/n ALA 25jan11, parked
	UP-T3401	Tu-134A-3	Samal Air	ALA	15oct08	l/n ALA 25jan11, parked
63690	CCCP-65990	Tu-134AK	Soviet MVD/AFL c/s	mfd	10mar81	line # 61-10; rgd 14jul81; f/n Spenberg 12jan82; l/n 27apr93
	RA-65990	Tu-134AK	Russian MVD/VV	BUD	04dec00	opb 3 oase on at Chkalovski/Novaya Derevnya; f/n as Tu-134A-3 BUD 07dec00; l/n MHP 28feb01; canx 13mar01 but obviously restored; seen LED 22aug07 with blue tail (but grey fin), blue cheatline and white/blue/red stripes below it, no titles; l/n KBP 15oct07
	RF-65990	Tu-134A-3	Russian MVD/VV	rgd	17may06	opb 3 oase on at Chkalovski/Novaya Derevnya; in the same c/s as above, no titles; f/n in ARZ-412 at ROV 27jun08; tender for prolongation of life-time by 1 year published 01jun11; l/n ROV 11dec15
63700	CCCP-65099	Tu-134AK	MRP NPO "Vzlyot"	mfd	03apr81	line # 62-01; rgd 28apr81; in Aeroflot c/s; f/n VKO 14jun86; l/n VKO 16aug92
	RA-65099	Tu-134AK	NPO "Vzlyot"	ZIA	03may94	in Aeroflot c/s
	RA-65099	Tu-134AK	Aeroflot c/s, n/t	AMS	19nov94	arrived EIN 09dec94 for painting
	RA-65099	Tu-134AK	Stol. Bank Sbere.	EIN	19dec94	departed after painting; 'Stolichny bank sberezeni' means 'Capitol Bank of Savings', l/n as such nov95; titles removed by feb96; l/n VIE 10apr97
	RA-65099	Tu-134AK	Yermolino Airlines	RTM	01jul99	in all-white c/s, no titles; last overhaul completed 02jun99; l/n LCA 06nov02
	RA-65099	Tu-134AK	Airlines 400	SOF	aug03	l/n Kapital i Zdaniye 01feb02/01feb04; rgd 03jun02
	RA-65099	Tu-134AK	Sirius-Aero	rgd	14apr03	VP aircraft; small titles and logo on nose only; f/n IKT 16aug03; Tu-134A-3 by jul06; l/n GOJ 23feb08; offered for sale 05nov08 with t/t 8,336 hours and 4,381 cycles, was under rework at ARZ-407 at that time; seen MHP 28jan12, all-white c/s, no titles; l/n GOJ 05jul16
63720	CCCP-65726	Tu-134AK	MOM NPO "Energiya"	mfd	31mar81	line # 62-02; rgd 13apr81; VKO 23apr89 in Aeroflot c/s; still CCCP- 15may93
	RA-65726	Tu-134AK	MOM NPO "Energiya"	VKO	16jul93	l/n TKU 25nov93, no titles
	RA-65726	Tu-134AK	MOM NPO "Energiya"	GVA	05may95	f/n SVO 23apr97, no titles
	RA-65726	Tu-134AK	Kosmos	trf	20jul95	l/n SVO 23apr97, no titles
	RA-65726	Tu-134AK	Kosmos	VKO	06aug99	Tu-134A-3 by feb04; seen MHP 12may08, bare metal; full c/s again by oct08; l/n VKO 13nov16
63731	CCCP-65901	Tu-134A	AFL/Privolzhsk	mfd	08apr81	line # 62-03; rgd 15may81; on charge as of 01jul81
	CCCP-65901	Tu-134A	AFL/Uzbekistan-TAS	trf	27sep81	opb 219 LO; mentioned in an incident report at TAS 16jun87; f/n LED 13sep87
	CCCP-65901	Tu-134A	AFL/Komi	trf	10feb88	opb 75 LO; Tu-134A-3 by may91; l/n LED 06sep92
	RA-65901	Tu-134A-3	Aeroflot	SVO	19mar93	seen in ARZ-407 22apr98, with blue tail
	RA-65901	Tu-134A-3	Komiavia	trf	22feb94	l/n LED 05sep04
	RA-65901	Tu-134A-3	Komiinteravia	SVO	13mar00	l/n LED 05sep04
	RA-65901	Tu-134A-3	Utair	VKO	25may05	l/n LED 05sep04

63742	RA-65901	Tu-134A-3	UTair Express	ROV	15sep10	l/n active TJM 30sep11; seen SCW dec11/aug13 stored; broken up bu 17sep14 line # 62-04; rgd 25may81; on charge as of 01jul81 opb 219 LO; f/n TAS 23mar84; mentioned in an incident report at TAS 26aug87 opb 75 LO; f/n LED 22sep91 as Tu-134A-3; l/n LED 06sep92 f/n SVO aug98; l/n SVO 21apr02 l/n SVO 31aug02; leased to Aeroflot Russian Airlines ? l/n DME 07apr03 leased from Kominteravia from 25dec02; f/n VKO 27jun03; l/n VKO 04jul09 owned by UTair Express by 2009; l/n VKO 19feb11; seen SCW may11/aug13 stored; broken up at SCW aug14 line # 62-05; toc 08may81; rgd 19may81; opb 235 OAO; f/n HEL 25sep81 f/n IST 13jan97; l/n DME 18oct02; seen ZIA 22/23aug03, titles not reported f/n KUF 07jul04; painted as just Tu-134A; seen GOJ oct11/may12, stored engineless; scrappe GOJ, tail only remained by 25jun12 line # 62-06; converted to stinger-tail (Balkany) after 1986; received overt military markings but date (ie, before or after conversion) and tactical code unknown stinger-tail (Balkany); c/n not confirmed; red lightning bolt scheme, no designation painted on nose; parked with "02" black c/n 73550795 on the same ramp which had a Russian Navy flag opb 71 otae at Knevichi; carried additional code "01" blue on nose wheel door; in basic Aeroflot c/s with additional blue 'lightning bolt' pinstripe and white underside of extreme nose, tapered blue nacelle stripes (patterned on those of red/white 'Balkany's' and hence indicative of previous full military markings); Russian Navy flag behind the cockpit and 'Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles on fuselage; registration without dash and in non-standard condensed font by feb02; seen may06 with 'different nose'; seen VVO 18aug07 with dash in registration; l/n ROV 13mar12 as such opb 71 otae at Knevichi; carried additional code "01" blue, still with Russian Navy flag behind the cockpit and fuselage; 'Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles on fuselage; seen ROV 06dec13 with additional 'MA VOF Rossii' titles on tail; l/n VVO 24apr16 line # 62-07; in Spenberg 15sep81 line # 62-07; already wearing the red/white c/s with 'lightning bolt' pinstripe on nose and white underside of extreme nose and tapered red nacelle stripes which later became typical of Tu-134 "Balkany's" in full military markings, however, this c/s inspired by East German AF Tu-134AKs appeared in 1982, ie, after this aircraft was built, converted after 1986 to stinger-tail (Balkany); later (around 1990) based at Spenberg; departed to Rostov-na-Donu-Tsentralny 01sep94; subsequently based CKL; l/n CKL jul03 in ARZ-407; c/n from JP-07; with stinger-tail (Balkany); opb 223 lo at Chkalovski; in basic Aeroflot c/s but with blue engine nacelles and rear fuselage, no titles; damaged 10aug07 on the last leg of a flight from Krasnoyarsk via Tyumen and Tomsk to VKO when landed with the brakes of the left main gear locked and skidded off the runway, making a 180-degree turn, the right main gear was ripped off and the fuel tanks in the right wing damaged, 7 tonnes of fuel spilled but no fire broke out, all 11 crew and 14 passengers escaped unhurt; transported to VARZ-400 18aug07; repaired with the right wing of Tu-134A-3 RA-65988 oct/nov07; seen ROV 27jun08 in ARZ-412; f/n active again CKL 19feb09; l/n Akhtubinsk 15mar12; seen CKL 13aug12 with additional 'VVS Rossii' titles on tail; l/n Levashovo 14aug15, with titles painted out; l/n ROV (RZGA No. 412) 14oct16 line # 62-08; c/n in official documents by 25feb82; (Balkany) c/n not confirmed; in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe; l/n OVB 02jul03 c/n not checked this date c/n not confirmed; in white/grey c/s with standard blue and lower thin red cheatline, blue trim on engine nacelles and fin, Red Star on fin; c/n only featured in tender held 18may07 in flight plan, but no sightings; c/n not checked and SVX 23oct10; c/n from russianplanes.net; in white/grey c/s with standard blue and lower thin red cheatline, blue trim on engine nacelles and fin, Red Star on fin, l/n SVX 16mar12 in white/grey c/s with standard blue and lower thin red cheatline blue trim on engine nacelles and fin, Red Star on fin; also carried code "10" blue and 'VVS Rossii' titles; l/n SVX 16jul15 in silver c/s with blue undersides and tail, wavy cheatlines in the c/s of the Russian flag, Russian flag on the fin, also carried code "10" white on the nose-wheel door; l/n ROV (RZGA No. 412) 27sep16 line # 62-09; c/n in official documents by 12jul83; converted after 1986 to stinger-tail (Balkany) stinger-tail (Balkany); Leningrad Defence District Commander's aircraft; in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe below cheatline, red stripes on engine nacelles; l/n Levashovo 10jun01 stinger-tail (Balkany); wears "35" blue on nose gear doors; in white/grey c/s with blue cheatline and blue engine nacelles, Russian flag on tail and with large 'Sankt-Peterburg' titles; l/n Voronezh-Baltimor nov12 stinger-tail (Balkany); wears "35" blue on nose gear doors; in white/grey c/s with blue cheatline and blue engine nacelles, Russian flag on tail and with large 'Sankt-Peterburg' titles and additional small 'VVS Rossii' titles on tail; seen Kubinka 08apr15, now coded "01" blue; l/n OVB 02aug16 line # 62-10; c/n in official documents by 12jul83 with stinger-tail (Balkany); in white/grey c/s with red cheatline and 'lightning-bolt', red/white-striped rudder; c/n not checked this date with stinger-tail (Balkany); personal aircraft of the commander of the Northern Fleet, based at Severomorsk; in white/grey c/s with blue cheatline and 'lightning-bolt' pin-stripe below cheatline, blue stripes on engine nacelles, blue/white-striped rudder, admiral's pennant and Cyrillic 'KSF' (abbreviation for Northern Fleet) titles behind the cockpit, Russian flag on fin; l/n ROV 18aug12; overhauled by RZGA No. 412 from 28may12, t/t 3,746 hours and 2,825 cycles by then with stinger-tail (Balkany); c/n not confirmed; in similar c/s with blue cheatline and 'lightning-bolt' pin-stripe below cheatline, white underside of extreme nose, blue stripes on engine nacelles, blue/white-striped rudder; l/n in RZGA No. 412 at ROV 12nov13; l/n AAQ 31jul15 line # 63-01; c/n in official documents by 05mar81; with stinger-tail (Balkany) with stinger-tail (Balkany); in white/grey c/s with standard red and lower thin red cheatline, red trim on engine nacelles, Red Star on fin; tender for conversion into a passenger aircraft with 45 seats published 30oct08, but did not attract any bidder; l/n Chita-Cheryomushki apr14, stored in very faded colours line # 63-02; c/n in official documents by 30dec82; (Balkany) ? stinger-tail (Balkany); rgd 25feb91; l/n SVX 20apr93 stinger-tail (Balkany); seen CKL 22aug05 with blue cheatline and engines, no titles; l/n CKL 25jun10; seen CKL 13aug12 with 'VVS Rossii' titles on tail; l/n Samara-Bezymyanka 07feb17 line # 63-03; c/n in official documents by 30dec82; with stinger-tail (Balkany) with stinger-tail (Balkany); carried also code "02" blue; personal aircraft of the commander of the 40th Army, opb 535 osap at Rostov-na-Donu-Tsentralny; initially in white/grey c/s with red standard and red thin lower cheatline, red trim on the engine nacelles and Red Star on fin, carried Cyrillic 'SKVO' (abbreviation for North Caucasian Military District) titles; l/n as such CKL apr03; repainted in white/grey c/s with blue standard and red thin lower cheatline, blue trim on engine nacelles and fin, Red Star on fin, no titles but carried an 'SKVO' badge behind the cockpit; f/n 2005; named 'Rostov-na-Donu' probably around 2005, f/n as such as such MRV Rostov-na-Donu-Tsentralny 26may07; l/n Rostov-na-Donu-Tsentralny 18apr11 with stinger-tail (Balkany); carried also code "02" blue; personal aircraft of the commander of the 40th Army, opb 4 AvGr 6972 AvB at Rostov-na-Donu-Tsentralny; in white/grey c/s with blue standard and red thin lower cheatline, blue trim on engine nacelles and fin, 'VVS Rossii' titles and Russian star on fin; l/n with the name 'Rostov-na-Donu' Rostov-na-Donu-Tsentralny 28jun11; f/n without name Rostov-na-Donu-Tsentralny 17jul11; l/n AAQ 04sep12; overhauled by RZGA No. 412 from 12dec12, t/t 5,540 hours and 5,689 cycles by then; l/n Rostov-na-Donu-Tsentralny 06jul15 line # 63-08; in documents with this c/n; with stinger-tail (Balkany); personal aircraft of the commander of the Black Sea Fleet, probably opb 917 osap at Kacha; in standard civil c/s with red cheatline, Russian Navy flag behind cockpit and Russian flag applied over Red Star on fin; w/o 10jul06 on take-off from Simferopol-Gvardeiskoye when the left engine caught fire as a result of bird-strike, the take-off was aborted when the aircraft had reached an altitude of 1.5 metres, overran the runway, broke apart and burnt out, 3 crew injured while all other 26 occupants (among them the C-in-C of the Russian Navy, Admiral Vladimir Masorin) escaped unhurt; the Russian media widely reported the accident giving the c/n as 63875 line # 63-04; f/n Spenberg 10jun87; converted to stinger-tail (Balkany) after 1986, f/n as such Spr 10jun89; l/n CKL 04jun92 with stinger-tail (Balkany); l/n ZIA 17aug01; canx 13mar01, reportedly as destroyed, but seen since ! with stinger-tail (Balkany); opb GLITs outlet at Chkalovskaya; in basic Rossiya c/s without titles, 'GLITs' badge behind cockpit l/n CKL jun11 with stinger-tail (Balkany); opb GLITs outlet at Chkalovskaya; in basic Rossiya c/s without titles, 'GLITs' badge behind cockpit; l/n CKL 19jul13; photo MHP mar15, with large 'GLITs Im. B.P. Chkalov' titles and GLITs badge behind cockpit; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag; l/n CKL aug16 line # 63-05; rgd 20jul82; was already f/n Spenberg 09feb82; converted to stinger-tail (Balkany) after 1986 and f/n as such Marxwalde 09sep88; l/n Krzywa, Poland, 31aug91 stinger-tail (Balkany); l/n CKL 23jun11 active, still with Aeroflot titles and additional 'VVS Rossii' titles on tail stinger-tail (Balkany); still with Aeroflot titles and additional 'VVS Rossii' titles on tail; l/n CKL 13aug12 stinger-tail (Balkany); in c/s similar to Rossiya, no titles line # 63-06; f/n Eberswalde-Finow 07apr83
	CCCP-65902	Tu-134A	AFL/North Kavkaz	mfd	24apr81	
	CCCP-65902	Tu-134A	AFL/Uzbekistan-TAS	trf	08oct81	
	CCCP-65902	Tu-134A	AFL/Komi	trf	09apr88	
	RA-65902	Tu-134A-3	Aeroflot	LED	16jun93	
	RA-65902	Tu-134A-3	Komiavia	trf	22feb94	
	RA-65902	Tu-134A-3	Komiavia c/s, n/t	SVO	15may02	
	RA-65902	Tu-134A-3	Kominteravia	NM	autum02	
RA-65902	Tu-134A-3	Komiavia	SVO	15dec02		
RA-65902	Tu-134A-3	UTair	rgd	30jan03		
RA-65902	Tu-134A-3	UTair Express	AAQ	22jul10		
63750	CCCP-65903	Tu-134A	Soviet Gvt/AFL c/s	mfd	29apr81	
	CCCP-65903	Tu-134A	AFL/N.Kavkaz-ASF	trf	21sep84	
	CCCP-65903	Tu-134A	AFL/N.Kavkaz-VOG	trf	1987	
	RA-65903	Tu-134A-3	Aeroflot	VOG	31aug93	
	RA-65903	Tu-134A-3	Volga Airlines	trf	22feb94	
RA-65903	Tu-134A-3	RusLine	rgd	23oct03		
63757	CCCP-63757	Tu-134AK	Soviet Navy			
	"01" red	Tu-134AK	Russian Navy	VVO	18apr97	
	RA-63757	Tu-134AK	Russian Navy	TV	feb02	
	RF-66001	Tu-134AK	Russian Navy	ROV	07sep13	
13 63761	CCCP-63761	Tu-134AK	Soviet AF/AL c/s	i/s	29jul81	
	"25" red	Tu-134AK	Soviet Air Force	Kub	1983	
RA-65573	Tu-134AK	Russian Air Force	MHP	19may05		
63769	CCCP-63769 ?	Tu-134AK	Soviet Air Force	no	reports	
	"10" red	Tu-134AK	Russian Air Force	SVX	20apr93	
	"10" blue	Tu-134AK	Russian Air Force	HTA	23sep04	
	RA-63769	Tu-134AK	SpetsTransServis	IKT	08jun09	
	"10" blue	Tu-134AK	Russian Air Force	CKL	jul09	
	RF-90914	Tu-134AK	Russian Air Force	SVX	04aug12	
RF-90914	Tu-134AK	Russian Air Force	ROV	14jun16		
13 63775	CCCP-63775	Tu-134AK	Soviet Air Force	no	reports	
	"35" red	Tu-134AK	Russian Air Force	Kln	1999	
RA-63775	Tu-134AK	Russian Air Force	Lev	19aug03		
RF-90789	Tu-134AK	Russian Air Force	MHP	may14		
63780	CCCP-63780 ?	Tu-134AK	Soviet Navy	no	reports	
	"100" red	Tu-134AK	Soviet Navy	Akc	14aug96	
	"100" blue	Tu-134AK	Russian Navy	ph.	11sep07	
RF-66000	Tu-134AK	Russian Navy	ROV	06nov13		
63820	CCCP-63820 ?	Tu-134AK	Soviet Air Force	no	reports	
	"01" red	Tu-134AK	Russian Air Force	Htc	14may06	
63825	CCCP-65996	Tu-134AK	Soviet Air Force	mfd	20nov81	
	CCCP-65996	Tu-134AK	Soviet AF/AFL c/s	LED	30jul90	
	RA-65996	Tu-134AK	Russian AF/AFL c/s	VKO	04may94	
63832	CCCP-63832	Tu-134AK	Soviet Air Force	no	reports	
	RA-63832	Tu-134AK	Russian Air Force	CKL	apr03	
RF-66008	Tu-134AK	Russian Air Force	Roc	25may11		
63838	"05" red	Tu-134AK	Russian Navy		photo	
63845	CCCP-65991	Tu-134AK	Soviet AF/AFL c/s	rgd	20jul82	
	RA-65991	Tu-134AK	Russian AF/AFL c/s	Akc	14aug96	
	RA-65991	Tu-134A-3	Russian Air Force	CKL	14aug06	
RF-95951	Tu-134A-3	Russian Air Force	CKL	01jul11		
63850	CCCP-65992	Tu-134AK	Soviet AF/AFL c/s	mfd	26nov81	
	RA-65992	Tu-134AK	Russian AF/AFL c/s	CKL	08aug99	
RF-65992	Tu-134AK	Russian Air Force	CKL	25jul11		
RA-65992	Tu-134AK	Russian Air Force	CKL	feb17		
63860	CCCP-65993	Tu-134AK	Soviet AF/AFL c/s	rgd	20jul82	

	"993" black CCCP-65993	Tu-134AK Tu-134AK	Soviet Air Force Soviet AF/AFL c/s	LHR BRU	05oct88 04may93	on flightplan as CCCP-65993 ! converted to stinger-tail (Balkany); still CCCP- 04may93; canx 12jan01 reportedly as destroyed but see next lines
	4L-65993 4L-AAJ	Tu-134AK Tu-134A-3	Georgian Air Force Tbilaviamsheni	TBS TBS	17jun97 31may03	l/n TBS 17apr01; stinger-tail (Balkany) stinger-tail removed, marked 'Tu-134A-3'; with old Georgian flag; seen with additional 'Georgia' titles WAW 21apr04 and with new Georgian flag; l/n TBS 14sep06; still in fleet list nov06
	4L-EUR	Tu-134A	EuroLine	rgd	05aug08	f/n HRK 12sep08; seen DXB 31jan09 with just www.avia.ge titles and type as such painted on the nose; company renamed Georgian International Airlines feb10; l/n TBS jun12/aug13, still with www.avia.ge titles
63870	CCCP-65908	Tu-134AK	MRP NPO "Vzlyot"	mfd	22jan82	line # 63-07; rgd 09mar82; in Aeroflot c/s; on photo with the nose of a missile instead of the 'glass' nose; f/n VKO 19aug92
	RA-65908 RA-65908 RA-65908 RA-65908 RA-65908 RA-65908	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MRP NPO "Vzlyot" VAP Group Aviazapchast' Yermolino Airlines Antex-Polyus RusAir	ZIA PRG GVA VKO VKO TSE	01sep93 01jul95 02may99 02aug02 06may03 15jun04	in basic Aeroflot c/s, no titles leased from Elf Air; l/n AAQ 05jul98 l/n VKO 01jul01 l/n DXB 02nov02; rgd 15nov02 to VAP Aviation Group Isf VAP Aviation Group 31jul02/31dec03; l/n VKO 23aug03 presented to the press 24jun04 in VIP configuration; in white c/s with green, red and blue bands; t/t 7,365 hours and 3,610 cycles by 01jan11; l/n DME 29aug11
63900	RA-65908 "101" blue	Tu-134AK Tu-134AK	Jet Air Group Soviet Air Force	trf WAW	sep11 28dec90	ferried LED-Zhukovski 02dec11, probably last flight; CofA valid until 04jan12; l/n ZIA 12aug12 line # 63-09; stinger-tail (Balkany); c/n in official documents by 20oct84; was based at Vinnitsa, but not seen since the break-up of the Soviet Union
	"101" blue	Tu-134A-3	Russian Navy	KGD	28jul06	with stinger-tail (Balkany); personal aircraft of the commander of the Baltic Fleet; based at Khrabrovo; overhauled by ARZ-407 in Minsk; in white/grey c/s with grey fin, blue 'lightning-bolt' cheatline and blue stripes on engine nacelles; l/n Chelyabinsk-Shagol aug14
	RF-66003	Tu-134A-3	Russian Navy	Kub	24mar16	with stinger-tail (Balkany); personal aircraft of the commander of the Baltic Fleet; based at Khrabrovo; in white/grey c/s with grey fin, blue 'lightning-bolt' cheatline and blue stripes on engine nacelles; all carried code "101" blue on the nose wheel door; l/n KGD 29oct16
63950	not known "05" red RA-63950	Tu-134AK Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force Russian Air Force	no SVX GOJ	reports 20apr94 20jan06	line # 63-10; c/n in official documents by 20oct84; with stinger-tail (Balkany) c/n not confirmed; in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe; l/n SVX 06jul03 c/n not confirmed but very likely; with stinger-tail (Balkany); carried code "05" red on nose wheel door; named 'Yekaterinburg'; in white/grey c/s with red 'lightning bolt' cheatline; 'Uralskoye obyedineniye VVS i PVO' badge on nose; l/n SVX 08jul08
	RA-63950	Tu-134AK	Russian Air Force	Clk	08nov08	c/n not confirmed but very likely; with stinger-tail (Balkany); carried code "03" blue on nose wheel door; in white/light grey c/s with blue cheatline and 'lightning bolt' on nose, 'Uralskoye obyedineniye VVS i PVO' badge on nose; initially named 'Yekaterinburg'; l/n as such Kryazh 25nov08; became the new personal aircraft of the commander of the Far Eastern Military District after the accident of Tu-134AK RA-65981 26mar09; f/n apr10; seen Khabarovsk-Bolshoi nov10; l/n ROV 25aug14
	RF-66053	Tu-134AK	Russian Air Force	ROV	22aug15	overhauled by RZGA No. 412, in white/light grey c/s with blue cheatline and 'lightning bolt' on nose, also carried "53" blue on the nose wheel door; still with stinger-tail (Balkany); l/n OVB 24jan17
63952	DDR-SDS 184 11+11 9A-ADL 11+11 RA-65566	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s East German AF German Air Force RPL Arpts Rijeka ex German AF Aeroflot Rus. AI	mfd rgd rgd rgd SVO toc	18mar82 26mar82 03oct90 16dec92 04jul93 01jul93	line # 63-11 confirmed; allocated but not taken up used call-sign Y4-184; l/n SXF 10jul90 and seen Neuhausenberg this date; seen Neuhausenberg 23may91 registration not taken up but applied to the aircraft nevertheless gone by 27aug93 f/n BKA 02sep93, on overhaul; last service for Aeroflot Russian Airlines 31dec07; opb Aeroflot-Don since 28jun08; l/n VKO 06sep08; offered for sale nov08
	RA-65566 RA-65566 CCCP-65904	Tu-134A-3 Tu-134A-3 Tu-134AK	RusAir Kosmos Soviet Gvt/AFL c/s	LED VKO mfd	25jul09 01jul10 12jul82	in basic new Aeroflot c/s with small titles; l/n PEE 03apr10 Kosmos is the brand of RSC "Energiya"; in basic new Aeroflot c/s with titles; l/n OVB 10sep11; canx oct1 line # 63-12; toc 12jul82; rgd 28jul82; opb 235 OAO; f/n ORY 02oct85; f/n as Tu-134A-3 CGN jun89 in Aeroflot colours with blue tail; l/n BKA 08apr93
63953	RA-65904 RA-65904 CCCP-63955	Tu-134A-3 Tu-134A-3 Tu-134AK	Russ. Gvt/AFL c/s Rossiya Soviet Air Force	VKO trf mfd	16may93 22jul94 06apr82	l/n VKO 16jul93 l/n VKO 01jul95; l/n VKO 26jun13 line # 63-13; opb 1 ae 50 osap at Lipki (near Minsk); converted to stinger-tail (Balkany) after 1986; photo as such in Polish magazine jan93
63955	EW-63955 RA-65571	Tu-134AK Tu-134A-3	Belarus Government Sibaviatrans	Mma rgd	09jul94 18jul02	with stinger-tail (Balkany); l/n Minsk-Machulishchi 18aug97 last overhaul completed 02jul02; stinger-tail removed, but stub still present; f/n OVB 02jul03; l/n KHV 21oct08; operator's certificate revoked 05oct08 and operator declared bankrupt 01oct09; offered for sale by Sberbank 17dec08 with t/t 7,799 hours; stored at KJA, l/n oct09; sold to Roman A. Sudakov of Krasnoyarsk 09jun11; broken up may14
63957	CCCP-63957 "01" yellow UAF-63957 63957 UR-63957 63957	Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Air Force Ukraine Air Force Ukraine Air Force Ukraine Air Force Ukraine Air Force Ukraine Air Force	no KBP KBP BRU WAW	reports 29aug93 03jul96 03dec97 12feb03 31aug04	line # 63-14; i/s before 20dec82; converted to stinger-tail (Balkany) after 1986 with stinger-tail (Balkany); l/n BRU 14sep95 with stinger-tail (Balkany); l/n LCA 06oct97 with stinger-tail (Balkany); l/n KBP 31may02 at Valkeburg, Holland; with stinger-tail (Balkany); l/n WAW 16apr04 with stinger-tail (Balkany); l/n KBP 25jun12; to Mykolayiv-Kulbakino 13aug12 for repainting into new grey c/s; f/n Mykolayiv-Kulbakino 04sep12 with Ukrainian Armed Forces titles; l/n KBP 24nov16 line # 63-15; converted to stinger-tail (Balkany) after 1986; opb 243 osap at Lvov-Sknilov with stinger-tail (Balkany); in white c/s, used call-sign UR-63960 CGN 20nov95 which is the c/n !; l/n KBP 26jun99
63960	CCCP-63960 "02" yellow	Tu-134AK Tu-134A-3	Soviet Air Force Ukraine Air Force	mfd KBP	22apr82 29aug93	with stinger-tail (Balkany); in ex-military c/s but apart from the registration, no nationality markings stinger-tail removed; first appearance ever of reg -65572; Isf Komiinteravia; l/n LED 29mar10 seen SCW apr12/jun13 stored; broken up at SCW dec14
63961	UR-CCG RA-65572 RA-65572 CCCP-63961 ? "10" black	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134AK Tu-134AK	UTair UTair Express Soviet Air Force Russian Air Force	SVO LED STW mfd	21may04 02jul05 11jul10 29apr82	line # 63-16; converted to stinger-tail (Balkany) after 1986 opb 978 vtap/Command & Control Squadron at Klin; in white c/s blue cheatline and grey undersides with code and Red star on tail, painted as Tu-134A; l/n Klin 20aug01 stinger-tail removed; "10" blue (or black) on nose wheel door; in basic Aeroflot c/s with blue engines, no titles; photo CKL 2006
	"10" blue	Tu-134AK	Russian Air Force	CKL	22aug05	c/n confirmed; stinger-tail removed; carried also code "10" blue (or black) on nose wheel door; opb 223 LO at Chkalovski; in basic Aeroflot c/s with blue engines, initially no titles; l/n as such SVX 31may10; seen CKL 21oct11 with 'VVS Rossiya' titles on fin; l/n CKL 07may15; seen Samara 22aug15 without titles and no longer with code on the nose wheel door; l/n CKL 09sep16; see c/n 1351309
	RA-65729(2)	Tu-134AK	Russian Air Force	VOG	20feb07	line # 63-17; toc 18aug82; rgd 26aug82; f/n SIP 20sep87; opb 235 OAO; Tu-134A-3 by apr91; l/n VKO 13apr92
63965	CCCP-65905	Tu-134AK	Soviet Gvt/AFL c/s	mfd	17aug82	already f/n VKO 08jul92; l/n VKO 16aug92
	65905 RA-65905	Tu-134A-3 Tu-134A-3	Rossiya Rossiya	trf VKO	22jul94 28aug93	l/n MHP 03feb17
63967	DDR-SDR 11+10 9A-ADP 11+10 RA-65567	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s German Air Force RPL Arpts Rijeka ex German AF Aeroflot Rus. AI	mfd rgd rgd SVO toc	18may82 03oct90 16dec92 01jul93 01jul93	line # 63-18; rgd 27may82; had East German Air Force serial 176 allocated; seen BRU 20may88 seen Neuhausenberg 15sep91 registration not taken up but applied to the aircraft nevertheless without the + in the registration; still present 27aug93, gone by 03sep93, see next line not repainted in the new c/s; f/n SVO 22may94; became a Tu-134A-3 at an unknown date; in operator's certificate of Aeroflot-Plus apr07; l/n complete SVO 08dec08; seen wfu at SVO, without engines, titles and registration painted out 31jan09; reported broken up at SVO in 2009 line # 63-19; toc 08jun82; rgd 05jul82; VIP aircraft for 37 pax, opb 235 OAO at VKO; converted into 74 pax configuration 12sep84
63969	CCCP-65910	Tu-134AK	Soviet Gvt/AFL c/s	mfd	11may82	opb 104 LO 2-ogo Minskogo OAO; w/o 01feb85 on a flight from Minsk to Leningrad after having been parked at Minsk-2 with full tanks in freezing conditions for one week so that ice reformed on the wings after de-icing, on take-off the ice detached from the wings and was ingested by the engines resulting in the left engine flaming out shortly after take-off, the crew tried to return to the airport for an emergency landing, but the right engine flamed out as well and the aircraft crashed in a forest near Nezhivka village (10 km from the airport) and burnt out, 3 of the 6 crew and 55 of the 74 passengers killed and all survivors injured; t/t 685 hours 47 minutes and 448 cycles; soc and canx 08may85
	CCCP-65910 CCCP-65910	Tu-134AK Tu-134AK	AFL/Leningrad AFL/Belarus-MSQ	trf trf	16oct84 18oct84	line # 63-20 ?; toc 01oct82; rgd 14oct82; opb 235 OAO; f/n PRG 08jul88; Tu-134A-3 by apr91; l/n VKO 13apr92
63972	CCCP-65911	Tu-134AK	Soviet Gvt/AFL c/s	mfd	20sep82	already f/n VKO 05jun92 l/n VKO 25jan17
	65911 RA-65911 CCCP-63975 RA-63975	Tu-134A-3 Tu-134A-3 Tu-134AK Tu-134AK	Rossiya Rossiya Soviet Air Force Russian Air Force	trf VKO no ZIA	22jul94 21mar93 reports 16aug99	line # 63-21; converted to stinger-tail (Balkany) after 1986 with stinger-tail (Balkany); carried also code "01" blue; personal aircraft of the commander of the North-Caucasian Military District (SKVO); opb 535 osap at Rostov-na-Donu-Tsentralny; named 'Rostov-na-Donu'; in white/light grey c/s with blue cheatline and 'lightning bolt' on nose; l/n Rostov-na-Donu-Tsentralny 08mar11
	RF-66009	Tu-134AK	Russian Air Force	CKL	25aug11	in document as Tu-134SUS, with stinger-tail (Balkany); carried also code "01" blue, still with 'RA-63975' under the wing; opb 229 AB at Rostov-na-Donu-Tsentralny; named 'Rostov-na-Donu'; in white/light grey c/s with blue cheatline and 'lightning bolt' on nose; repainted with cheatlines in the colours of the Russian flag, white top, grey undersides and blue stripe down the tail and without name; f/n ROV 27apr13 also with '63975' on engine (subsequently removed) and "01" blue on nose wheel door; l/n Chelyabinsk-Shagol jun16
63976	CCCP-63976 "05" red	Tu-134AK Tu-134AK	Soviet Air Force Soviet Air Force	mfd Mil	1982 06oct90	line # 63-22; converted to stinger-tail (Balkany) after 1986; f/n Sperenberg 08jun83 with stinger-tail (Balkany); personal aircraft of the commander of the Central Group of Forces, opb 173 osae at Milovice; with red cheatline and 'lightning-bolt' pin-stripe; l/n Milovice 25may91
	"05" red	Tu-134AK	Russian Air Force	Kub	10apr97	c/n checked, former registration matching c/n on plates on flight deck; with stinger-tail (Balkany); opb 226 osap at Kubinka; l/n Kubinka 08aug02, c/n checked again
	63976	Tu-134AK	Russian Air Force	GOJ	09jun05	with stinger-tail (Balkany); opb 226 osap at Kubinka; personal aircraft of the commander of the 16th Air and Air Defence Army; in white c/s with 'Russian flag' cheatline, blue engine nacelles and Moscow coat-of-arms, no titles; very small registration on nose wheel door only

	RA-65976(2)	Tu-134AK	Russian Air Force	Kub	oct06	c/n confirmed, photo of the cockpit shows both '63976' and '65976' on dash-board; with stinger-tail (Balkany); personal aircraft of the commander of the 16th Air and Air Defence Army, based at CKL from 2010; in white c/s with 'Russian flag' cheatline, blue engine nacelles and Moscow coat-of-arms, initially no titles; f/n with 'VVS Rossiya' titles CKL mar11; l/n CKL 26mar13; overhauled by RZGA No. 412 from 23apr13, t/t 4,544 hours and 5,057 cycles by then; seen ROV 18dec14, in grey c/s with blue/red/white cheatlines, with Russian flag on tail, no titles; l/n CKL 09sep16; see c/n 3352007
63979	CCCP-63979 "50" blue	Tu-134AK Tu-134AK	Soviet AF/AFL c/s Soviet Air Force	d/d Spr	1982 1990	line # 63-23; converted to stinger-tail (Balkany) after 1986 stinger-tail (Balkany); opb 201 osae at Tokol; with Aeroflot style cheatline; "50" blue was seen CKL 15aug99, but c/n not checked this date
	UK-63979	Tu-134A-3	Uzbek Air Force		photo	in full Uzbekistan Airways c/s with additional 'Air Force' titles on fin above registration; f/n Tashkent-Tuzel 24may04; l/n Tashkent-Tuzel 07aug13/10may15, probably stored
63982	CCCP-63982 "03" yellow 63982	Tu-134AK Tu-134A-3 Tu-134A-3	Soviet Air Force Ukraine Air Force Ukraine Air Force	no MUC MHP	reports jun93 30jul98	line # 63-24; converted to stinger-tail (Balkany) after 1986 stinger-tail (Balkany); registration in papers as UR-63982 which is the c/n; l/n KBP 27aug97 in ARZ-407; in basic Aeroflot c/s with 'Zbroini Syly Ukrainy' (Armed Forces of Ukraine) titles, stinger-tail removed after dec98; l/n KBP 24may16
63985	CCCP-65912 RA-65912 RA-65912	Tu-134AK Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd VKO trf	30sep82 21mar93 22jul94	line # 63-25; toc 26oct82; rgd 04nov82; opb 235 OAO at VKO; f/n HEL 05apr83; l/n BKA 01mar93 l/n aug95
	RA-65912 RF-65912	Tu-134A-3 Tu-134A-3	Russian MVD/VV Russian MVD/VV	trf rgd	25may11 19sep11	the first Tu-134A repainted in Rossiya's current 'grey ghost' c/s; f/n SNN jul97; converted to a Tu-134A-3 between jul04 and oct05; l/n operational VKO 06sep08; CofA expired 30sep08; rgd to the Russian Federation 31aug09; stored at VKO from oct08 because of low time-between-overhauls hours, l/n aug10; t/t 30,196 hours and 12,830 cycles by 01jan10
63987	LZ-TUT	Tu-134B-3	Bul Gvt/Balkan c/s	SXF	02dec87	h/o 30jun11; f/n CKL 26jul12; l/n CKL 13aug12 still in Rossiya c/s f/n MHP 19jan13, in grey c/s with blue/red/white cheatlines below larger blue cheatline, blue engines and rear of fuselage, Russian flag on tail, no titles; l/n OVB 10oct16
	LZ-TUT LZ-TUT LZ-TUT LZ-TUT	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Hemus Air Albanian Airlines Hemus Air n/t Hemus Air	ZRH BLQ LHR LHR	01jun96 12oct97 01feb02 27mar02	line # 63-26; VIP aircraft; prototype of new-built VIP version with Tu-134AK-style rear entry door and forward toilet (possibly designated Tu-134BK ?); l/n SOF 17apr95 l/n VAR 23sep97; in ex Bulgarian Government/Balkan c/s repainted with red/blue cheatline; l/n FRA 03jul01
63989	YK-AYC	Tu-134B-3	Syrianair	d/d	1982	still an "A" on the fin (ex Albanian Airlines), operated Balkan flight this date
63990	YK-AYD	Tu-134B-3	Syrianair	d/d	1982	just with titles SOF jul03; stored since 2004; l/n SOF mar04/sep10, just with tail logo; scrapped aug11
63991	CCCP-65917 CCCP-65917 RA-65917	Tu-134A Tu-134A-3 Tu-134A-3M	Aeroflot MAP Zhukovski LII Meridian Air	mfd rgd VKO	01mar83 20jul89 06may02	line # 63-27; wfu at DAM, seen mar01/nov09 in poor condition with faded c/s and minus titles line # 63-28; Tu-134BK ?; wfu at DAM, l/n jul98/nov09 in poor condition with faded c/s and minus titles line # 63-29; LED 22jul88; built as Tu-134SKh agricultural aircraft in Aeroflot c/s, no titles; f/n ZIA 11aug92; l/n ZIA 23sep99
	65917	Tu-134A-3M	SibNIA	ZIA	mar13	leased from Komtrej OOO 01sep02/10sep04; in striking c/s with red and yellow on white; seen VKO 09jul06, in red/silver c/s; l/n ZIA 12aug12
63992	YK-AYA	Tu-134B-3	Syrianair	d/d	1982	in red/silver c/s with small titles behind the cockpit; RA- still worn under the wings; l/n ZIA aug13; seen OVB feb14, in all-silver colours with cheatlines in the colours of the Russian flag and Rossiya titles; still opb SibNIA; l/n Irkutsk-2 12oct16
63994	YK-AYB	Tu-134B-3	Syrianair	d/d	1982	line # 63-30; Tu-134BK; opb 585 Sqn of the Syrian Air Force; f/n ARN 23aug95; l/n in original c/s DAM mar01, stored; seen in new c/s DAM 27mar09; l/n SSH 18jan11
63995	CCCP-65918	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	28apr84	line # 63-31; Tu-134BK; opb 585 Sqn of the Syrian Air Force; seen in new c/s SVO 02aug04; seen with a sticker with a picture of the Syrian President on the forward fuselage IST jan08; l/n Al Bateen 19feb12; seen MSQ 05feb16 active, in bare-metal c/s with just the registration on the engine; l/n VKO 27oct16, in full c/s
	RA-65918	Tu-134A-3	Voronezh Avia	trf	01aug94	line # 63-32; built as Tu-134SKh agricultural aircraft; rgd 11nov84; on charge as of 01jan85; f/n AER 20sep87
63996	CCCP-65907	Tu-134AK	MRP Soltsevo	mfd	20jan83	Tu-134SKh; f/n VOZ 18sep94 in Aeroflot full c/s; seen VOZ 09jul05 with 'CX' badge on nose and gold-coloured ear of corn on fuselage; l/n VOZ jun06/sep16, stored and parked on the grass
	RA-65907 RA-65907 CCCP-65921	Tu-134AK Tu-134AK Tu-134AK	MRP Soltsevo Alrosa-Avia Soviet Gvt/AFL c/s	ZIA rgd mfd	31aug93 30dec94 05mar83	line # 63-33; rgd 12feb83; in Aeroflot c/s; f/n ZIA 11aug92 as MRP/NPO 'Fazotron' avionics test-bed with N-010 "Zhuk" fire control radar for the MiG-29K/MiG-29M in Aeroflot c/s
	RA-65921 RA-65921	Tu-134A-3 Tu-134A-3	Russ. Gvt/AFL c/s Rossiya	SVO	13apr93 22jul94	executive interior for 38 pax; Isf NPO 'Vzlyot'; f/n ZIA 22aug95; l/n ZIA 19aug09
63998	DDR-SDT	Tu-134AK	EGAF/Interflug c/s	mfd	28feb83	line # 63-34; toc 31mar83; rgd 05apr83; opb 235 OAO; f/n VKO 30aug88; Tu-134A-3 by apr91; l/n VKO 11sep92
	183	Tu-134AK	East German AF		photo	f/n SXF 14sep94; reported in ARZ-407 22apr98 in basic Aeroflot c/s, no titles !; l/n VKO 12aug06; seen bare metal MHP 28aug07; seen in full Rossiya c/s LED 08mar08; l/n VKO 19mar12
	CCCP-65565 EW-65565 RA-65565 RA-65565 RA-65565 RA-65565 RA-65565 RA-65565 RA-65565	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Belair Belair Belair c/s, n/t Chernomor Soyuz Chernomor Avia Karat Utair Utair Express	MSQ MSQ SVX STW MLA GOJ DME SCW	07jul93 07sep93 23aug95 17jan98 23dec99 18aug05 23jun06 20mar11	line # 63-35; rgd 30mar83; had East German Air Force serial '183' allocated but never wore this, see c/n 1351304; returned after overhaul with 50% of the rivets in one wing missing, returned to Minsk for repair; seen AMS 05jun87
66101	CCCP-65926 RA-65926 RA-65926 RA-65926 RA-65926 RA-65926 RA-65926 RA-65926 RA-65926 RA-65926	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MAP LII Zhukovski MAP LII Zhukovski Transaero/Volare Gromov Air Samara Gromov Air S-Air Meridian Sirius Aero AFL/Uzbekistan	mfd HEL VIE trf VIE rgd VKO USK VKO mfd	30may83 31jan93 15jul95 21aug95 aug98 08dec98 02apr05 04aug11 15apr13 19jul83	photo exists of a "glass-nosed" Tu-134AK in full EGAF markings serialled 183 but NVA serial was DDR-SDT from 1983 until 1989 !; photo probably is fake
	CCCP-65914 TC-GRD RA-65914 RA-65914 RA-65914	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s Greenair Russ. Gvt/AFL c/s Rossiya Yamal	trf d/d VKO trf rgd	06jan84 12oct90 15may93 22jul94 07jul99	line # 63-36; rgd 16jun83; in Aeroflot c/s; f/n ZRH 06oct89; l/n SVO 14aug92
66120	CCCP-65915	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31jul83	in Aeroflot c/s
	TC-GRE RA-65915 RA-65915 RA-65915	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Greenair Russ. Gvt/AFL c/s Rossiya Yamal	d/d DUS trf rgd	11oct90 05jun93 22jul94 21apr00	line # 63-37; toc 28jul83; rgd 15aug83; VIP aircraft, operated for the government of the Uzbekistan Soviet Republic
66130	CCCP-65721 RA-65721 RA-65721 RA-65721 RA-65721 RA-65721 RA-65721	Tu-134A Tu-134A-3 Tu-134A-3M Tu-134A-3M Tu-134A-3M Tu-134A-3M Tu-134A-3M	AFL/Centr.Reg.-VOZ Aeroflot Voronezh Avia Meridian Air S-Air Aeroflot Plus SibNIA	mfd VKO trf STN VKO trf trf	19sep84 21mar93 01aug94 11nov01 13aug06 28apr09 20feb12	opb 235 OAO; in Aeroflot c/s with blue tail; l/n CDG feb90, Tu-134A-3 this date named 'Besiktas'; departed SNN after painting 12oct90; l/n SXF 19sep92
66135	DDR-SDU 11+12 9A-ADR 11+12 RA-65568	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s German Air Force RPL Arpts Rjeka ex German AF Aeroflot Rus. AI	mfd rgd rgd SVO toc	17aug83 03oct90 16dec92 16jul93 01jul93	f/n ATH 18nov94; l/n VKO 24aug97
66140	CCCP-64454(1)	Tu-134Sh	MAP LII Ramenskoye	mfd	01sep83	f/n DME 23oct99; l/n ROV 21oct10; seen TJM 14apr12, derelict on grass; l/n TJM 03sep12, fuselage in two pieces, to be broken up
66143	CCCP-65934 RA-65934 RA-65934 RA-65934 RA-65934	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MAP Irkutsk APO Koningsberg In.Tr. Irkutskoye APO AT (Aerotex) RusLine	mfd DME VKO SVO rgd	17aug83 16jun94 nov98 16aug99 27jun02	line # 63-38; toc 12aug83; rgd 22aug83; f/n HEL 31aug84; seen STR may89 as Tu-134A-3; l/n LHR 24jul90
66152	RA-65934 CCCP-65916 CCCP-65916 RA-65916 RA-65916	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	South East AI Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	MCX mfd SVO CGN trf	26jun13 26sep83 18may91 14mar93 22jul94	named 'Galatasarayan'; departed SNN after painting this date; l/n VKO 08jul92
66140	CCCP-64454(1)	Tu-134Sh	MAP LII Ramenskoye	mfd	01sep83	f/n SLY 26jul00; wfu TJM by 26nov11; photo TJM 14may12, still complete, broken up by 22may12
66143	CCCP-65934 RA-65934 RA-65934 RA-65934	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MAP Irkutsk APO Koningsberg In.Tr. Irkutskoye APO AT (Aerotex) RusLine	mfd DME VKO SVO rgd	17aug83 16jun94 nov98 16aug99 27jun02	line # 63-39; built as Tu-134SKh agricultural aircraft; toc 17oct84; rgd 11nov84; f/n VKO 08jul92
66152	RA-65934 CCCP-65916 CCCP-65916 RA-65916 RA-65916	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	South East AI Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	MCX mfd SVO CGN trf	26jun13 26sep83 18may91 14mar93 22jul94	l/n VOZ 10aug99, in Aeroflot c/s and titles
66140	CCCP-64454(1)	Tu-134Sh	MAP LII Ramenskoye	mfd	01sep83	executive aircraft; in white c/s with red trim, no titles
66143	CCCP-65934 RA-65934 RA-65934 RA-65934	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MAP Irkutsk APO Koningsberg In.Tr. Irkutskoye APO AT (Aerotex) RusLine	mfd DME VKO SVO rgd	17aug83 16jun94 nov98 16aug99 27jun02	executive aircraft; in white c/s with red trim, no titles; operator's certificate revoked 18nov09
66152	RA-65934 CCCP-65916 CCCP-65916 RA-65916 RA-65916	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	South East AI Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	MCX mfd SVO CGN trf	26jun13 26sep83 18may91 14mar93 22jul94	executive aircraft; in white c/s with red trim and belly, no titles; f/n SVO 28aug09; l/n SVO 18mar11
66140	CCCP-64454(1)	Tu-134Sh	MAP LII Ramenskoye	mfd	01sep83	executive aircraft; in white c/s with red trim and belly, no titles; f/n MZJ 31oct16
66143	CCCP-65934 RA-65934 RA-65934 RA-65934	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MAP Irkutsk APO Koningsberg In.Tr. Irkutskoye APO AT (Aerotex) RusLine	mfd DME VKO SVO rgd	17aug83 16jun94 nov98 16aug99 27jun02	line # 63-40; rgd 02sep83; had East German Air Force serial 193 allocated
66152	RA-65934 CCCP-65916 CCCP-65916 RA-65916 RA-65916	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	South East AI Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	MCX mfd SVO CGN trf	26jun13 26sep83 18may91 14mar93 22jul94	seen Neuhardenberg 20jun92
66140	CCCP-64454(1)	Tu-134Sh	MAP LII Ramenskoye	mfd	01sep83	registration not taken up but applied to the aircraft nevertheless
66143	CCCP-65934 RA-65934 RA-65934 RA-65934	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MAP Irkutsk APO Koningsberg In.Tr. Irkutskoye APO AT (Aerotex) RusLine	mfd DME VKO SVO rgd	17aug83 16jun94 nov98 16aug99 27jun02	without the + in the registration
66152	RA-65934 CCCP-65916 CCCP-65916 RA-65916 RA-65916	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	South East AI Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	MCX mfd SVO CGN trf	26jun13 26sep83 18may91 14mar93 22jul94	f/n SVO 27aug93; l/n as such SVO 05jun04; f/n as Tu-134A-3 SVO 16jan05; last service for Aeroflot Russian Airlines dec07; opb Aeroflot-Nord from early 2008; l/n active NNM 11jul09; wfu aug09 as time between overhauls expired; seen ARH jun10, wfu; used as an anti-terrorist trainer at ARH (N64.596829 E40.705183); l/n may15
66140	CCCP-64454(1)	Tu-134Sh	MAP LII Ramenskoye	mfd	01sep83	line # 63-41; presumed never built as such but tail and nose used to construct the second Tu-134IK with centre section of c/n 64454, see there for further detail !; rgd 21dec83; this c/n canx around 1998 after Tu-134IK was wfu from its research role, see again c/n 64454
66143	CCCP-65934 RA-65934 RA-65934 RA-65934	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MAP Irkutsk APO Koningsberg In.Tr. Irkutskoye APO AT (Aerotex) RusLine	mfd DME VKO SVO rgd	17aug83 16jun94 nov98 16aug99 27jun02	line # 63-42; rgd 22sep83; f/n LED 22sep87, in Aeroflot c/s; l/n DME 16apr92
66152	RA-65934 CCCP-65916 CCCP-65916 RA-65916 RA-65916	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	South East AI Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	MCX mfd SVO CGN trf	26jun13 26sep83 18may91 14mar93 22jul94	reported for Irkutskoye APO; l/n DME 25aug97
66140	CCCP-64454(1)	Tu-134Sh	MAP LII Ramenskoye	mfd	01sep83	l/n BUD 30apr02
66143	CCCP-65934 RA-65934 RA-65934 RA-65934	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MAP Irkutsk APO Koningsberg In.Tr. Irkutskoye APO AT (Aerotex) RusLine	mfd DME VKO SVO rgd	17aug83 16jun94 nov98 16aug99 27jun02	VIP aircraft with 31 seats; l/n SVO 22sep02; in corporate c/s with big 'RL' logo, probably since jan05; last overhaul completed in 2007; offered for sale 12aug09 with t/t 15,927 hours; l/n SVO 05sep09
66152	RA-65934 CCCP-65916 CCCP-65916 RA-65916 RA-65916	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	South East AI Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	MCX mfd SVO CGN trf	26jun13 26sep83 18may91 14mar93 22jul94	stored in basic RusLine c/s with additional small 'FC Anzhi' titles and logo; l/n MCV 14may15
66140	CCCP-64454(1)	Tu-134Sh	MAP LII Ramenskoye	mfd	01sep83	line # 63-43; toc 31oct83; rgd 03nov83; opb 235 OAO; f/n ATH 09may84
66143	CCCP-65934 RA-65934 RA-65934 RA-65934	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MAP Irkutsk APO Koningsberg In.Tr. Irkutskoye APO AT (Aerotex) RusLine	mfd DME VKO SVO rgd	17aug83 16jun94 nov98 16aug99 27jun02	l/n VKO 08jul92
66152	RA-65934 CCCP-65916 CCCP-65916 RA-65916 RA-65916	Tu-134AK Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	South East AI Soviet Gvt/AFL c/s Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	MCX mfd SVO CGN trf	26jun13 26sep83 18may91 14mar93 22jul94	f/n VKO 02sep93; l/n VKO 17may99

	RA-65916	Tu-134A-3	Yamal	rgd	09feb01	f/n SVO 12aug01; l/n VKO 25mar07
	RA-65916	Tu-134A-3	UTair	VKO	24jun07	l/n DME 26apr08
	RA-65916	Tu-134A-3	Yamal	rgd	07may08	f/n LED 16jul08; seen GOJ 25oct11 with additional small 'Tsentr-Yug' titles; sat wfu at GOJ, seen jul12/aug12; scrapping started GOJ 04dec13, fuselage still present 30jan14, cut off before the tail section line # 63-44; toc 23nov83; rgd 30nov83; opb 235 OAO; f/n HEL 03nov84; l/n VKO 16aug92
66168	CCCP-65919	Tu-134AK	Soviet Gvt/AFL c/s	mfd	26oct83	
	RA-65919	Tu-134AK	Russ. Gvt/AFL c/s	HEL	21feb93	
	RA-65919	Tu-134AK	Russ. Gvt, n/t	VKO	16jun94	
	RA-65919	Tu-134A-3	Rossiya	trf	22jul94	version confirmed !; in basic Aeroflot c/s with small titles; f/n MRS dec94; l/n VKO 25aug97
	RA-65919	Tu-134A-3	ITERA c/s, n/t	rgd	24nov00	leased from Aero Rent; f/n VKO 11jun01; l/n VKO 21aug02
	RA-65919	Tu-134A-3	Aero Rent	VKO	06may03	l/n VKO 16jan04
	RA-65919	Tu-134A-3	Yamal	BKA	29jun04	initially with small titles only, later in full c/s; l/n VKO 03may08
	RA-65919	Tu-134A-3	Kosmos	VKO	03sep09	with three blue cheatlines and titles (basic ex Yamal c/s); was opb AeroRent who had its license suspended 08oct09; l/n VKO 31aug10
	RA-65919	Tu-134A-3	ex Kosmos c/s	VKO	17jul12	with three blue cheatlines (basic ex Yamal c/s); l/n VKO aug12/feb17 in use as a fire simulator aircraft with titles as such
66175	CCCP-65906	Tu-134AK	MRP NPO "Vzlyot"	mfd	31oct83	line # 63-45; rgd 29dec83; converted to IMARK geophysical survey aircraft
	RA-65906	Tu-134AK	MRP NPO "Vzlyot"	ZIA	03sep93	IMARK geophysical survey aircraft; no titles; l/n ZIA 23sep97
	RA-65906	Tu-134AK	Neft'yevugansk Al	DME	apr98	l/n SVO 18nov98
	RA-65906	Tu-134A-3	Yamal	CDG	may01	named 'Salekhard'; l/n GOJ 23apr13, reported opb Tsentr-Yug since jan13, but still in full Yamal c/s with titles; l/n PEE 24may13 as such
	RA-65906	Tu-134A-3	Tsentr-Yug n/t	DME	18jun13	in basic ex Yamal c/s; l/n DME 19jan14; l/n TOF 23mar16
	RA-65906	Tu-134A-3	Sirius Aero	DME	16oct16	in basic ex Yamal c/s, small titles by the cockpit; l/n PEZ 28dec16
66180	CCCP-65935	Tu-134AK	MOM Kuibyshev	mfd	28nov83	line # 63-46; gd 06feb84; f/n at a Moscow airfield 03jun89 in Aeroflot c/s
	RA-65935	Tu-134A-3	Aeroflot c/s, n/t	VKO	04jul95	lsd to Stavropol Avia 21jun95/29jun97; l/n IST 22sep97
	RA-65935	Tu-134A-3	TsSKB-Progress	DME	05sep00	lsd to Samara 05jun00/24jun02; l/n KUF 03feb02; still in Samara fleet list 19nov02
	RA-65935	Tu-134A-3	Airlines 400	rgd	14apr03	lsf TsSKB-Progress; basic AFL c/s; f/n VKO 27jun03; l/n LED 18jul05
	RA-65935	Tu-134A-3	Kosmos	VKO	21aug05	in VARZ-400; in basic AFL c/s, no titles; l/n as such aug06; seen VKO 18may07 with titles; l/n VKO 10mar08
66185	CCCP-65931	Tu-134BV	MRP Leningrad	mfd	02dec83	line # 63-47; rgd 10apr84; opb VNIIRA; in Aeroflot c/s; was used for tests of the "Vypmel" automatic landing system of the "Buran" orbiter at Siverski ('V' in designation stands for "Vypmel"); has a matt white, not pointed, nose; f/n SIP aug88
	RA-65931	Tu-134BV	VNIIRA/AFL c/s	Pus	25aug99	in Aeroflot c/s; still with the matt white, not pointed, nose; l/n Pushkin 04jun12
66187	YK-AYE	Tu-134B-3	Syrianair	d/d	1984	line # 63-48; opb 585 Sqn of the Syrian Air Force; l/n ALP may05 in original c/s; seen DAM 03dec07 in new c/s, operational; l/n VKO 13mar14
66190	YK-AYF	Tu-134B-3	Syrianair	d/d	10oct84	line # 63-49; opb 585 Sqn of the Syrian Air Force; seen stored at DAM jul98/apr03; seen in ARZ-407 at Minsk 24oct06, awaiting rework; ferried MHP-DAM 17aug07; seen in new c/s DAM 27mar09; l/n DAM 26feb11
66198	CCCP-65927	Tu-134AK	MAP LII Zhukovskii	mfd	17feb84	line # 63-50; LII im. Gromova (Gromov Flight Research Institute); rgd 30mar84; in Aeroflot c/s; f/n Finsterwalde 13may92; l/n REU 16may93
	RA-65927	Tu-134AK	LII Zhukovskii	YEO	17jun93	in Aeroflot c/s
	RA-65927	Tu-134AK	Gromov Air	trf	30aug94	f/n VKO 16apr97; named 'Yuri Sheffer' after a late distinguished LII test pilot; registration painted out in white under wings (!); l/n VKO 23aug03; seen in bare metal in ARZ-407 at MHP 28aug07
	RA-65927	Tu-134AK	Russian Customs	trf	2007	VIP aircraft; opb Central Rear Customs Authority (TsTT); in white c/s with green/yellow cheatline and Custom's badge on nose; last overhaul completed 19nov07; operated for the Customs by 8 adon of the Russian Air Force at CKL from jul09 as own operations turned out to be too expensive for the Customs; f/n CKL 07aug09; t/t 6,300 hours by dec11; l/n DME 29jun13; see rgd below
66200	RF-65153	Tu-134AK	Russian Customs	rgd	2008	registration used as call-sign only by 2012; f/n CKL nov13; l/n BTS 08jun16
	CCCP-65550	Tu-134AK	Soviet Gvt/AFL c/s	mfd	23feb84	line # 63-51; rgd 10apr84; on charge as of 01jul84; opb 235 OAO; f/n LHR 29jun86
	CCCP-65550	Tu-134AK	AFL/Central Region	trf	20feb87	l/n OVB 30jun92
	RA-65550	Tu-134AK	Aeroflot	VKO	17jul93	
	RA-65550	Tu-134AK	Ivanovo Air	trf	30mar94	
	RA-65550	Tu-134A-3	Skyfield	OVB	apr97	leased from Ivanovo Air; with additional 'Filipp Kirkorov' titles as was chartered by this Russian pop-star; l/n BUD 12sep98
	RA-65550	Tu-134A-3	no titles	VKO	20aug99	l/n DME feb00; operated for Sirius Aero; photo shows (next line)
	RA-65550	Tu-134A-3	Sirius Aero	DME	feb00	as Tu-134A not A-3 !; small titles only
	RA-65550	Tu-134A-3	Tretyakov Al	rgd	05jun00	f/n DME 10jul00; l/n DME 28jun03, stored
	RA-65550	Tu-134A-3	Antex-Polyus	VKO	27jun04	l/n DXB 27mar05, in blue c/s with small titles on nose
	RA-65550	Tu-134A-3	S-Air	VKO	03jul05	in blue c/s with small titles; operator's certificate revoked 18nov09; l/n VKO 14mar10
	RA-65550	Tu-134A-3	RusAir	SVO	13mar11	in blue c/s with small sticker behind nose
	RA-65550	Tu-134A-3	Sirius Aero	KUF	06aug11	in blue c/s with small sticker behind nose; l/n MHP 11may12
	RA-65550	Tu-134A-3	Meridian, n/t	MHP	16jun12	in blue c/s, operator reported by russianplanes.net
	RA-65550	Tu-134A-3	Meridian	IEV	07sep13	white/red c/s, no titles; l/n GOJ 13may14; broken up GOJ jun14
66207	CCCP-65994	Tu-134AK	KBG/Border Guards	mfd	22mar84	line # 63-52; rgd 22jun84; in Aeroflot c/s; f/n SIP 17sep87; l/n VKO 16aug92
	RA-65994	Tu-134A-3	FSB/Border Guards	VKO	28aug93	initially in Aeroflot c/s; l/n as such CKL 20aug99, titles not reported; repainted in full Rossiya c/s, carried a Border Guards badge near the forward entry door; f/n as such VKO 14jan01
	RA-65994	Tu-134A-3	FSB	trf	23feb01	configuration for 44 passengers; opb oao sn FSB at VKO, but officially in the operator's certificate of Rossiya for insurance reasons from 22jul94; badge not seen after jun06; l/n in Rossiya c/s VKO 12aug06; t/t 5,491 hours by 2007; seen stripped to bare metal in ARZ-407 at MHP 28aug07; repainted in basic old Aeroflot c/s (but with white lower nose) without titles; f/n as such DME 08oct07; tender for the installation of TAWS ST-3400 and TCAS-2000 published 14feb08; new CofR issued 27apr09; tender for overhaul published 20oct11; l/n ZIA 22jul15
	RA-65994	Tu-134A-3	Kosmos ?	rgd	23sep16	probably to Roskosmos' subsidiary TsENKI (Centre for Operation of Ground-based Space Infrastructure Facilities); based at VKO
66212	CCCP-65551	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31mar84	line # 63-53; toc 25apr84; rgd 31may84; opb 235 OAO; f/n HEL 29jul85
	CCCP-65551	Tu-134AK	AFL/Kazakhstan	trf	25feb87	
	CCCP-65551	Tu-134A-3	Kazakh Government	LHR	28oct91	l/n ZRH 02feb92; canx but date unknown
	UN-65551	Tu-134A-3	Kazakh Government	ALA	22apr93	with 'Kazakhstan' titles and additional small Aeroflot titles below cheatline on forward fuselage this date; l/n ALA 03aug98; see trf date next line !
	UN-65551	Tu-134A-3	Air Kazakstan	trf	26sep96	Almaty based; f/n BUD 08jan99; l/n BUD 10sep99
	65551	Tu-134A-3	bare metal	MST	21oct99	arrived for painting
	UN-65551	Tu-134A-3	Kaz TransAir	MST	28oct99	l/n BUD 02feb04; opf Euro-Asia Air PRG 18oct03; also reported as Kazakh Government but this probably due to large 'Kazakhstan' titles
	UN-65551	Tu-134A-3	Euro-Asia Air	ZRH	20dec04	l/n IBZ 18aug05
	UN-65551	Tu-134A-3	Kaz TransAir	PRG	16sep05	again with large 'Kazakhstan' titles
	UN-65551	Tu-134A-3	SAT Airlines	DXB	04mar06	seen DXB 15nov06 in new c/s; l/n DXB 23mar08
	UP-13404	Tu-134A-3	no titles	DME	17oct08	all-white c/s, thin blue and yellow cheatlines, no titles; l/n TSE may12/may15, stored
66215	P-813	Tu-134B-3	Chosonminhang	PRG	28sep84	line # 63-54
	P-813	Tu-134B-3	Air Koryo	PEK	may93	l/n FNJ 25sep16
66220	VN-A114	Tu-134B	Hàng Không Vietnam	d/d	apr84	line # 63-55 (a Tu-134BK ?); f/n HAN may86; l/n SIN mar90 as Tu-134B-3
	VN-A114	Tu-134B-3	Vietnam Airlines	fr.	1990	f/n SGN 24oct93; l/n CAN 20oct96; dbr 16nov96 when the nose gear collapsed whilst taxing at Da Nang Airport injuring one crew member; l/n DAD may98, derelict; preserved by nov98 but gone by jun09
66230	VN-A116	Tu-134B	Hàng Không Vietnam	d/d	apr84	line # 63-56 (a Tu-134BK ?); in basic Aeroflot c/s; f/n HAN may86; seen HAN dec89 as Tu-134B-3 this date; l/n DMK 03jul90
	VN-A116	Tu-134B-3	Vietnam Airlines	fr.	1990	seen HAN 26oct93; still operational nov98; mentioned in official document 06jun02 as an asset struck off by Presidential decree; stored at Hanoi-Noibai (N21.212372 E105.813393), seen mar99/jul10; moved to a children's playground downtown (N21.066659 E105.76361) by early 2013, photo in full current Vietnam Airlines (all over blue/gold) c/s
66250	VN-A118	Tu-134B	Hàng Không Vietnam	d/d	may84	line # 63-57 (a Tu-134BK ?); f/n HAN 28oct87
	VN-A118	Tu-134B	Vietnam Airlines	fr.	1990	f/n HAN 26mar91; converted to Tu-134B-3; l/n SGN sep97; mentioned in official document 06jun02 as an asset struck off by Presidential decree; seen wfu at HAN mar99/jan04; fate ?
66270	CCCP-65552	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31may84	line # 63-58; toc 26jun84; rgd 11jul84; opb 235 OAO; f/n HEL 11jan85; Tu-134A-3 by nov90; l/n SVO 14aug92
	RA-65552	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	21mar93	f/n MRS nov94; l/n VKO 17jun99
	RA-65552	Tu-134A-3	Rossiya	trf	22jul94	f/n DME feb00; l/n DME 08mar11
	RA-65552	Tu-134A-3	Yamal	rgd	24dec99	line # 63-59; toc 14aug84; rgd 24aug84; opb 235 OAO at VKO; f/n HEL 17jan86; converted to a Tu-134A-3 by apr91; this was the aircraft that flew Gorbachov back from the Crimea to Moscow after the August 1991 coup
66300	CCCP-65553	Tu-134AK	Soviet Gvt/AFL c/s	mfd	27jul84	l/n VKO 16aug92
	CCCP-65553	Tu-134A-3	Korsar	VKO	05jun92	
	RA-65553	Tu-134A-3	Korsar	GVA	25feb93	
	RA-65553	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	17jul93	
	RA-65553	Tu-134A-3	Rossiya	trf	22jul94	photo in 1994; l/n operational VKO 07nov08; CofA expired 02feb09; rgd to the Russian Federation 01sep09; excluded from Rossiya's operator's certificate 04sep09; stored at VKO by spring 2009 because of low time-between-overhaul hours, l/n 24mar11; t/t 19,956 hours and 8,685 cycles by 01jan10
	RA-65553	Tu-134A-3	Russian MVD/VV	trf	25may11	h/o 30jun11; in basic Rossiya c/s, no titles; f/n ROV 16jan12; l/n CKL apr13; see rgd below;
	RF-65553	Tu-134A-3	Russian MVD/VV	rgd	19sep11	photo 10dec14, being overhauled by RZGA No. 412 at ROV, stripped of paint and without registration; seen ROV 15jan15, in grey c/s with blue/red/white cheatlines below larger blue cheatline, blue engines and rear of fuselage, Russian flag on tail, no titles; l/n GOJ 19nov16
66320	CCCP-65554	Tu-134AK	Soviet Gvt/AFL c/s	mfd	27jun84	line # 63-60; toc 15aug84; rgd 24aug84; opb 235 OAO; f/n ATH 02may85; f/n as Tu-134A-3 BRU nov89; l/n VKO 08jul92
	RA-65554	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	21mar93	l/n VKO aug95
	RA-65554	Tu-134A-3	Rossiya	trf	22jul94	f/n VKO 12may96; l/n VKO 17may99
	RA-65554	Tu-134A-3	Yamal	rgd	24apr00	f/n TJM 27jul00; l/n NUX mar12 with additional small Tsentr-Yug titles; l/n KUF 24aug16
66350	CCCP-65555	Tu-134AK	Soviet Gvt/AFL c/s	mfd	16aug84	line # 63-61; toc 30aug84; rgd 11sep84; opb 235 OAO; f/n HAM 01may86; Tu-134A-3 by apr91; l/n VKO 16aug92

	RA-65555 RA-65555	Tu-134A-3 Tu-134A-3	Russ. Gvt/AFL c/s Rossiya	ORY trf	12jan93 22jul94	f/n VKO 12may96; was leased to Pulkovo from 14apr04 but never seen as such; l/n VKO 24jun12; broken up at Vnukovo jun13
66360	VN-A120 VN-A120	Tu-134B Tu-134B-3	Hãng Không Vietnam Vietnam Airlines	mfd fr.	27jul84 1990	line # 63-62; f/n DMK 05oct84; l/n DMK nov89 as Tu-134B-3 f/n DMK 14apr93; crashed 03sep97 near Thmor Kol village after departing from designated approach pattern in poor weather and colliding with trees 112 m short of the runway at Phnom Penh-Pochentong, all six crew and 58 of 60 passengers killed, t/t 11,723 hours and 8,209 cycles
66368	P-814 P-814	Tu-134B Tu-134B-3	Chosonminhang Air Koryo	PRG PEK	12oct84 05jun93	line # 63-63; last Tu-134B built c/n checked; l/n FNJ 26sep15
66372	CCCP-65556 65556 UR-65556	Tu-134AK Tu-134A-3	AFL/Ukraine Ukraine Government Ukraine Government	mfd CGN rgd	30aug84 03feb92 21jan93	line # 63-64; toc 28sep84; rgd 12oct84; VIP aircraft, operated for the government of the Ukrainian Soviet Republic; l/n Brest 08dec91 l/n KBP 07sep92 f/n ZRH 29jan93; arrived MST 04feb96, bare metal, no prefix, for painting and departed 23jun96 in full c/s; opb Ukraina Aviation Enterprise; l/n KBP 23jun15/24nov16, stored
66380	CCCP-65557 CCCP-65557 RA-65557 RA-65557	Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Kazakhstan Soviet Gvt/AFL c/s KGB/Border Guards Rossiya ITERA	mfd trf trf VKO rgd	06nov84 20feb87 22jul94 21mar93 04feb00	line # 63-65; toc 11dec84; rgd 15jan85; VIP aircraft, operated for the government of the Kazakh Soviet Republic opb 235 OAO; f/n VKO 24sep87; Tu-134A-3 by apr91; l/n VKO 16aug92 already f/n Spereberg 16oct92 l/n CPH 18dec97 Isf Aero Rent 10nov99/11nov04 (but also still in 2005) and seen with these titles 20may00/12aug04; now in corporate c/s with large 'trailing E' on fin; seen jun06 with additional small 'Aero Rent' titles; l/n VKO 18sep08; in operator's certificate of Kosmos apr07
	RA-65557	Tu-134A-3	Kosmos	NUX	may09	small titles behind cockpit window; was opb AeroRent which had its license suspended by 08oct09; in white/red and blue c/s; l/n VKO 24apr12; seen VKO 10aug12 without titles; l/n GOJ 08oct12
66400	RA-65557 CCCP-65995 RA-65995	Tu-134A-3 Tu-134AK Tu-134A-3	RusJet n/t KGB/Border Guards FSB/Border Guards	VKO mfd VKO	27oct12 25oct84 27apr93	in white/red and blue c/s; l/n GOJ 03nov14 line # 63-66; rgd 29dec84; in Aeroflot c/s; f/n VKO 19may91; l/n VKO 16aug92, as a Tu-134A-3 opb oao sn FSB at VKO, but officially in the operator's certificate of Rossiya for insurance reasons from 22jul94; l/n in basic Aeroflot c/s VKO 2000; repainted in full Rossiya c/s; f/n as such VKO 02jun01 configuration for 28 passengers; opb oao sn FSB at VKO; carried a Border Guards badge near the forward entry door by jun04, see line above; t/t 2,193 hours by 2007; l/n with 'Rossiya' titles VKO 22jul07; f/n in basic Rossiya c/s without titles VKO dec07 and l/n as such GDN 21apr08; new CoFR issued 27apr09; repainted in basic old Aeroflot c/s (but with white lower nose) without titles; f/n as such VKO 05may09; l/n OVB 28sep15
	RA-65995	Tu-134A-3	FSB	trf	30jun03	probably to Roskosmos' subsidiary TsENKI (Centre for Operation of Ground-based Space Infrastructure Facilities); based at VKO; seen VKO 18nov16, in the same scheme as previously, no titles; l/n LED 16dec16
66405	CCCP-65932 65932	Tu-134A Tu-134A	MAP LII Zhukovski MAP Sukhoi MMZ	mfd VKO	29sep84 19aug92	line # 63-67; rgd 05jul85; last Tu-134A built without a rear entry door; trf to MAP Sukhoi MMZ opb OKB Sukhoi, despite 'Rossiya' titles which were in a different style than on Rossiya State Transport Company aircraft ! also had additional small Aeroflot titles PRG 1995
	RA-65932 RA-65932 RA-65932	Tu-134A Tu-134A-3 Tu-134A-3	MAP Sukhoi MMZ Samara Gromov Air	VKO DME rgd	15may95 06jul98 28aug00	leased to Samara since 20aug96; l/n KUF 16sep97 l/n KUF 13aug99 f/n ZIA 17aug01; carried an additional 'OKB Sukhoi' badge near the door from may03 until at least aug03; in overall blue (three shades) c/s by jun06
66420	RA-65932 RA-65932 RA-65932 RA-65932 RA-65932 RA-65932 RA-65932 RA-65932	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3M	S-Air Tsentr-Yug n/t AFL/Centr.Reg.-VOZ AFL/Centr.Reg.-IWA Ivanovo Air Sirius Aero	RKT MCX mfd trf trf trf VKO	15mar07 14may15 03aug87 unknown 30mar93 21aug02	still in the same c/s as above; operator's certificate revoked 18nov09; l/n VKO jan10 line # 63-68; toc 11aug87; rgd 09sep87; f/n SVO 25sep87; built as a Tu-134SKh agricultural aircraft Tu-134SKh Tu-134SKh; f/n IWA 21aug96, in Aeroflot c/s and titles; l/n IWA 26aug97 in executive c/s; initially no titles; l/n as such VKO 18apr04; f/n with small titles on nose VKO 27jun04; l/n VKO operational jan12; being cannibalised at GOJ may12 and broken up by 18jul12
66440	CCCP-65723	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	30jun89	line # 63-69; rgd 21aug89; late mfd and rgd confirmed; on charge as of 01jul90; f/n MHP apr91; built as Tu-134SKh agricultural aircraft
	RA-65723 RA-65723	Tu-134A-3 Tu-134A-3M	Voronezh Avia S-Air	trf rgd	01aug94 30apr02	Tu-134SKh; f/n VOZ 18sep94, in Aeroflot c/s and titles; l/n VOZ 10aug99 conversion to Tu-134A-3M completed 23mar02; in smart three-tone blue c/s, no titles; f/n VKO 06may02; in operator's certificate of Jet Air apr07; l/n SVO 09oct08; operator's certificate revoked 18nov09
	RA-65723	Tu-134A-3M	Jet Air Group	SVO	16aug09	l/n SVO 14aug12, white/grey c/s with blue stripe and titles under cockpit; l/n GOJ 05jul16; broken up aug16, seen in sections 19aug16
66445	CCCP-65724	Tu-134A	AFL/Centr.Reg.-VOZ	mfd	09jun89	line # 63-70; rgd 18jul89; late mfd and rgd confirmed; on charge as of 01jul90; f/n SVO 06dec89; built as Tu-134SKh agricultural aircraft
	RA-65724 RA-65724 RA-65724 RA-65724 RA-65724 RA-65724 RA-65724 RA-65724 RA-65724 RA-65724	Tu-134A-3 Tu-134A-3M Tu-134A-3M Tu-134A-3M Tu-134A-3M Tu-134A-3M Tu-134A-3M Tu-134A-3M Tu-134A-3M Tu-134A-3M	Voronezh Avia S-Air Service, n/t Meridian Air SibNIA AFL/Centr.Reg.-VOZ Aeroflot Ivanovo Air Meridian Air	trf rgd VKO VKO OVB mfd VKO trf VKO	01aug94 22aug00 02jul06 18aug13 23apr87 27apr93 30mar94 18feb02	l/n VOZ 10aug99 last overhaul completed in 2002; in smart three-tone blue c/s; f/n SVO 11aug02; l/n VKO 24aug05 small titles on nose; l/n TKM 06jun12 in basic Meridian Air c/s with small SibNIA titles; l/n OVB 08feb17 line # 63-71; toc 20may87; rgd 09jun87; built as a Tu-134SKh agricultural aircraft Tu-134SKh l/n IWA 26aug97; last overhaul completed in 2001
	UR-UES	Tu-134A-3M	MASKEN Aviation	KBP	05mar06	VIP aircraft with reinforced wing; in executive c/s with green and grey on white; l/n VKO 24jun05; soc 15jul05 as to Ukraine
66491	CCCP-65928 RA-65928 RA-65928	Tu-134A Tu-134A-3 Tu-134A-3M	AFL/Centr.Reg.-VOZ Ivanovo Air Sirius Aero	mfd trf rgd	25jun87 30mar94 01feb02	VIP aircraft with 31 seats; owned by Asken Aviation Limited of Cyprus and opb YeES-via; in the same c/s as above, no titles; l/n MHP 15oct08/07may16; offered for sale 07may09 with t/t 4,900 hours and 2,330 cycles; canx 20jul10 line # 63-72; f/n LED 04apr87, which is before mfd; toc 03aug87; rgd 09sep87; built as Tu-134SKh agricultural aircraft
66495	CCCP-65929 RA-65929	Tu-134A Tu-134A-3	AFL/Centr.Reg.-VOZ Voronezh Avia	mfd trf	24jun87 01aug94	Tu-134SKh; f/n IWA 24aug95, in Aeroflot c/s and titles; l/n IWA 26aug97 extra fairing under fuselage; very small titles on nose; f/n VKO 18feb02; named 'Nikolai Ignashin' since jul04; l/n VKO 12apr09; seen CKL 17aug09, titles not reported line # 63-73; f/n LED 04apr87, which is before mfd; toc 04aug87; rgd 09sep87; built as Tu-134SKh agricultural aircraft
66500	CCCP-65930 RA-65930 RA-65930 RA-65930 RA-65930	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3M	AFL/Central Region Aeroflot Voronezh Avia KrasAir Karat	mfd VOZ trf SVO rgd	30jun89 18sep94 01aug94 26feb00 09jun01	built as Tu-134SKh agricultural aircraft; f/n VOZ 31aug97; l/n NOJ 25jul00; seen OVB 08aug02; dbr 24jun03 on take-off from Nyagan when overran the runway by 570 m when aborted take-off at a speed of 230 km/h, no casualties; soc 24aug04; l/n Nyagan 2011, (N62.104525 E65.607365) resting on pallets line # 63-74; rgd 31aug89; on charge as of 01jul90; built as Tu-134SKh agricultural aircraft; f/n LED 16jul91 as Tu-134A-3
	RA-65930 RA-65930 RA-65930 RA-65930	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3M	Aeroflot Voronezh Avia KrasAir Karat	VOZ trf SVO rgd	18sep94 01aug94 26feb00 09jun01	Tu-134SKh agricultural aircraft f/n FJR 25feb97; l/n VOZ 18jun99 carried 'Tu-134SKh' nose titles; l/n SVO 11jul00 has got an extra fairing under the fuselage; privately owned and only opb Karat; leased from Independent Invest 24may01/24may03; f/n SVO 12jun01; l/n SVO 24feb07
66550	RA-65930 XU-102 CCCP-64451 XU-102	Tu-134A-3M Tu-134A-3 Tu-134A-3 Tu-134A-3	Jet Air Kampuchea Airlines not reported Kampuchea Airlines	SVO mfd rgd PNH	27jul07 15dec86 11dec89 06sep91	in white c/s with green and red stripes, no titles; already in operator's certificate apr07; l/n IJK 03jul16 line # 63-75; Tu-134AK; f/n SGN 10nov88 f/n DXB 26jan90; possibly just used as overhaul reg but no canx date in the Russian Register, see next line and SIN 15jul92; photo at PNH 30sep92 being painted in new c/s with reg under the wing only; l/n PNH 20oct93
	RA-64451	Tu-134A-3	Aeroflot	GOJ	22aug95	l/n GOJ 26aug97, still in basic Kampuchea AI c/s and XU-102 on engines; was bought by Nizhni Novgorod Airlines, but never actually operated by them; sold in 1999
	RA-65570 RA-65570	Tu-134A-3 Tu-134A-3	Tatneftaero, n/t Melgaven Mendezsh.	rgd rgd	13jul00 25apr02	opb VKO 22mar01; l/n VKO 18feb02, logo only opb ShaNS-Air; f/n VKO 18jun02; with grey/blue cheatline, no titles; l/n GOJ 21dec06; still in operator's certificate apr07
	RA-65570 RA-65570 RA-65570 65570	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Daghestan Airlines Aeroflot-Plus South East AI TANTK im. Berieva	MCX VKO MRV Tag	may07 24aug07 06jul10 16may15	still in fleet list 28nov07, see below in VIP c/s, no titles; seen MHP 12may08, bare metal; l/n MHP 15jan10, all-white no titles all-white with large titles and 'SE' logo on tail; l/n actice LED 15nov11; seen MCX 26jun13 stored in white c/s with thick blue and thin red cheatline, grey undersides, no titles; l/n GOJ 05jul16

Tu-134Sh navigator trainers built between 1970 and 1974

Ordinary Tu-134s and Tu-134UBLs have the registration printed on two plates on the instrument panel shrouds whereas Tu-134Sh trainers have the last four of the c/n under the early system or the complete c/n under the more recent system printed there instead! The c/n in the early system gives the year of manufacture, factory code 35 for factory 135), the batch number and the number in the batch

0 35 00 01	"01" red	Tu-134Sh-1	Soviet Air Force	mfd	27jan71	first prototype, 16 windows on port side, as per Tu-134As in the civil batches 10-12
	"01" red	Tu-134Sh-1	Russian Air Force	Akc	14aug96	opb the GK NII VVS; in standard red c/s
0 35 00 02	not known	Tu-134Sh-2	Soviet Air Force	mfd	17mar71	version not confirmed
1 35 01 01	not known	Tu-134Sh.	Soviet Air Force	mfd	dec71	
1 35 01 02	not known	Tu-134Sh.	Soviet Air Force	mfd	dec71	
2 35 01 04 ?	"63" blue	Tu-134Sh-2	Russian Air Force	ph.	> 1992	photo of the flight deck taken in Orsk after 1992 at an open house showed 0104 on c/n plates, given full c/n surmised !; in standard red c/s
2 35 02 02	"02" red ?	Tu-134Sh-2	Soviet Air Force	mfd	30aug72	code also reported as "01" red; opb Voroshilovgradskoye VVAUSh at Voroshilovgrad; w/o 25may84 on a flight from Zhdanov (now Mariupol) to Voroshilovgrad when broke up in mid-air 12 minutes after take-off and crashed near Donetsk, all 3 crew and the sole passenger (the commander of VVAUSh) killed, the cause of the accident was that the back-up DR-134M yaw damper power-wires had been cross-wired to the wrong contacts during overhaul at Chelyabinsk and the damper induced yaw instead of damping it when it

2 35 02 03	"92" red	Tu-134Sh	Soviet Air Force	MHP	13mar90	kicked in during severe turbulence, overstressing the airframe after 38 seconds; t/t 3,173 hours and 2,370 cycles
2 35 02 04	CCCP-65562	Tu-134LL	MRP NPO "Vzlyot"	rgd	07may86	c/n checked; equipped with special pods which might actually be nothing more than the strake-like fairings of the Tu-134Sh-1's BD-360 multiple ejector racks
	RA-65562	Tu-134LL	Zhukovski LIIP	ZIA	03sep93	used for the testing of electro-optical guidance systems of missiles; f/n ZIA 11aug92 in Aeroflot c/s; c/n in factory records and Soviet register as being 2350204 1; c/n checked as being 0104 and 0201 Zhukovski 24aug95 1; the plates in the cockpit of CCCP-65562 (photo proof) read 65562 1
2 35 02 08	"03"	Tu-134Sh-1	Soviet Air Force	Chh	1979	reported for Gromov Air; in Aeroflot c/s, no titles; seen ZIA (N55.570863 E38.141588) aug01/jun16 derelict; c/n checked again as 0104 in 1999 !
3 35 03 02	CCCP-65561 "76" blue	Tu-134 Tu-134USHS	MAP NPO "Vzlyot" Russian Air Force	rgd mfd	20nov87 1973	c/n not 100% clear at base of fin on black and white photo; small 'lightning-bolt' cheatline with larger cheatline above, Red star on the fin
3 35 03 03	"10" red	Tu-134Sh-1	Soviet Air Force	MHP	photo	canx 29jun88 as to the Soviet Air Force
3 35 03 04	"77" blue	Tu-134Sh-1	Russian Air Force	MHP	09sep93	opb long-range aviation as a trainer for navigators; armed with 8 P-50T imitation bombs; preserved in the base museum at Engels (N51.475945 E46.188903), seen aug03/aug10, in standard red c/s
3 35 03 05	"51" blue	Tu-134Sh-1	Russian Air Force	MHP	08may95	preserved in the base museum at Engels (N51.475945 E46.188903), still in standard red c/s with colour of code now as such
3 35 04 01	"78" blue	Tu-134Sh-1	Russian Air Force	MHP	08may95	converted to Tu-134Sh-SL avionics test-bed (also called SL-134Sh); in standard red c/s with c/n painted behind cockpit
3 35 04 03	"87" blue	Tu-134Sh-1	Russian Air Force	MHP	08may95	c/n checked; in faded standard red c/s; still present MHP jun01
. 35 04 04	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n checked; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); still present MHP 23aug96/13jun99; in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12; broken up by aug15, photo exists of the tail section only, first digit of bort cannot be seen

From 1974 onwards the famous 'last five digit' c/n also was introduced prefixed by the year of production and the factory number (35 for factory 135).

5 35 50550	"74" blue	Tu-134Sh-1	Russian Air Force	MHP	05jul95	c/n checked; the first Tu-134Sh in the new c/n system, line # probably 04-05; in very faded standard red c/s; still present MHP 18aug97
5 35 50580	"86" blue	Tu-134Sh-1	Russian Air Force	MHP	08may95	c/n checked; still present MHP 23aug96; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; in Rosimushchestvo (State Property Agency) listing 2010; I/n Chelyabinsk-Shagol 25aug12; photo jul15, missing rear fuselage and tail section
5 35 50600	"80" red	Tu-134Sh-1	Russian Air Force	MHP	13may96	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); still present MHP 23aug96; in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12; broken up Chelyabinsk-Shagol by ayg15
5 35 50650	"82" red	Tu-134Sh-1	Russian Air Force	MHP	13may96	c/n checked; passenger aircraft; in standard red c/s; seen Klin-5 airbase 16aug96 and still present 31jul97 with "297" on shield in the nose wheel bay
6 35 50700	not known "71" blue	Tu-134Sh-1 Tu-134Sh-1	Soviet Navy Ukraine Air Force	mfd Spr	1976 sep92	c/n from a service bulletin in standard red c/s, large code on forward fuselage, arrived from Ukraine via Prague; seen Kbely 22nov92 in white c/s with blue cheatlines and Ukraine Air Force logo on tail, large code on forward fuselage; confirmed as the same aircraft; I/n Kbely jun96
	no code	Tu-134Sh-1	Atlant	Mkk	08may98	in white c/s with blue cheatlines, titles and tail logo; seen Mykolayiv-Kulbakino 31aug05/31aug13, code "71" blue bleeding through on forward fuselage, with very faded titles, original red paint bleeding through on tail and rear fuselage; mentioned in official document aug08 as based at Mykolayiv-Kulbakino, type given as Tu-134A; broken up sep13
6 35 50705	"01" red	Tu-134Sh-1	Soviet Air Force	ZIA	16aug92	c/n checked; converted to an ELINT testbed in the late 1980s; in standard red c/s; still present Zhukovski 24aug95 and c/n checked twice by the authors as 6350705, (not 6350783 as this was a misread at the 1993 MAKS); as the year in the c/n indicates it must be within the post-1974 sequences; possibly the c/n plate was missing one digit and it should be 63550705 1
6 35 50720	"84" red	Tu-134Sh-1	Russian Air Force	mfd	17sep76	carried "347" on a shield in the nose wheel bay; opb 978 vtap PVO (renamed 78 ovtae 01jul01) at Klin; f/n MHP 13may96, c/n checked; seen again Klin 31jul97 & 20aug01, the BD-360 racks were removed but photos of the interior taken in 1998 show all trainee workstations were still in place, presumably used for proficiency training to save the service life of the unit's Tu-134 "Balkans" ABCPs; offered for sale by the Russian privatisation agency sep05, but could not be sold; I/n wfu at Klin aug06, in standard red c/s; offered for sale as scrap metal 21may08
6 35 50730	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50752	"57" red	Tu-134Sh-1	Russian Air Force	no	reports	based Chelyabinsk-Shagol
6 35 50770	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
6 35 50790	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50795	"02" black	Tu-134A	Russian Navy	mfd	11aug77	c/n not checked but comes from a 2007 tender document; type painted on as 'Tu-134A'; opb 71 ovtae at VVO; f/n VVO 18apr97; in basic Aeroflot c/s with Rossiya titles and Russian Navy flag behind the cockpit; version as such in documents, but has the larger chin radome housing and window configuration as per a Tu-134Sh-1
	RA-50795	Tu-134A	Russian Navy	VVO	31aug07	type painted on as 'Tu-134A'; opb 71 ovtae at VVO, personal aircraft of the Commander of the Pacific Fleet; carried additional code "02" blue on the nose wheel door; in basic Aeroflot c/s with additional blue 'lightning-bolt' pinstripe, white underside of extreme nose and tapered blue engine nacelle stripes; Russian Navy flag behind the cockpit and 'Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles on fuselage; I/n VVO 30mar13, operational
	RF-66002	Tu-134A	Russian Navy	VVO	05jun13	type painted on as 'Tu-134A'; opb 71 ovtae at VVO, personal aircraft of the Commander of the Pacific Fleet; carried additional code "02" blue on the nose wheel door; in basic Aeroflot c/s with additional blue 'lightning-bolt' pinstripe, white underside of extreme nose and tapered blue engine nacelle stripes; Russian Navy flag behind the cockpit and 'Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles on fuselage and 'MA VMF Rossii' titles on the tail; seen VVO 28apr16 now named 'Georgii Rossii'; I/n OVB 25aug16
7 35 50799	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50815	CCCP-65098	Tu-134A	MRP NPO "Leninets"	rgd	17jan78	in Aeroflot c/s; f/n SXF may78; converted to a Tu-134SL (also called SL-134Sh) avionics test-bed; still carried 'Tu-134A' nose titles; originally probably with a PNA-D development radar, later with a N-001 "Mech" radar for the Su-27 (in a pointed nose); seen Pushkin 06jul94/07aug96
	CCCP-65098 65098	Tu-134Sh Tu-134Sh	NPP "MIR" NPP "MIR"	Pus Pus	24may99 05aug01	still with prefix 'CCCP-' ! avionics test-bed for the Su-34 radar (in a pointed nose); in basic Aeroflot c/s with 'KhK "Leninets" NPP "MIR" titles and 'Tu-134Sh' nose titles; stored since the end of 2010; I/n Pushkin 11aug13; photo, in the process of being broken up at Pushkin oct14
7 35 50825	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50829	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50835	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50837	"18" red	Tu-134Sh-2	Russian Air Force	mfd	1978	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12
8 35 50900	"61" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12; photo 2015, in very faded c/s, active
8 35 50905	"64" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12, stored; appears in a video, active at CKL dated nov15
8 35 50909	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
8 35 50915	"53" blue	Tu-134Sh-1	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12
8 35 50920	"65" blue	Tu-134Sh	Russian Air Force	mfd	1978	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12; feried to MZGA-407 at Minsk 30jun16 for overhaul
8 35 50927	"57" blue	Tu-134Sh-1	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; feried to MZGA-407 at Minsk 30jun16 for overhaul
8 35 50933	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
8 35 50945	"63" blue	Tu-134Sh-2	Russian Air Force	mfd	1978	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12
8 35 50950	not known	Tu-134Sh	Russian Air Force	no	reports	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010
8 35 50956	not known	Tu-134Sh-2	Soviet Air Force	no	reports	c/n from a service bulletin
8 35 50960	"83" blue	Tu-134Sh-2	Russian Air Force	Akc	2010	in faded standard red c/s; c/n from russianplanes.net; reported decommissioned 09may10
8 35 50960	not known	Tu-134Sh-2	Soviet Air Force	no	reports	c/n from a service bulletin
8 35 50968	"85" blue	Tu-134Sh-2	Russian Air Force	Akc	mar11	in standard red c/s; c/n from russianplanes.net; reported decommissioned 09may10
8 35 50968	"38" blue	Tu-134Sh-2	Soviet AF/PVO	mfd	15may79	opb 978 vtap PVO at Klin; initially in white/light grey c/s with red trim; later repainted as below
8 35 50968	"38" blue	Tu-134Sh-2	Russian Air Force	Kln	06may94	opb 78 ovtae at Klin; c/n checked Klin 12aug12; in white/light grey c/s with blue stripes on fuselage and blue fin with large Red Star; seen Klin 20aug06, looking airworthy; I/n Klin jul/11aug12, wfu and broken up 2013
8 35 50970	"34" blue	Tu-134Sh-2	Soviet AF/PVO	mfd	19apr79	opb 978 vtap PVO at Klin; in white/light grey c/s with white fin and small Red Star, the fin came from a cannibalised civil aircraft (Soviet flag visible under paint) a replacement for the original fin which had been damaged

	"34" blue	Tu-134Sh-2	Russian Air Force	Kln	06may94	opb 78 ovtae at Klin; c/n checked Klin 12aug12; in white/light grey c/s with blue stripes on fuselage and blue fin with large Red Star; seen wfu at Klin, with parts missing sep07/aug12; broken up 2013
9 35 50975	"04" red	Tu-134Sh-2	Russian Air Force	mfd	1979	opb Chelyabinski VAISH at Chelyabinsk-Shagol; offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; l/n Chelyabinsk-Shagol 01sep12; photo jul15, missing rear fuselage and tail section
9 35 50978	"06" red	Tu-134Sh-2	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12
9 35 50980	"10" red	Tu-134Sh-2	Russian Air Force	Chh	25aug12	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s
9 35 50983	"40" blue "40" blue	Tu-134Sh-2 Tu-134Sh-2	Soviet AF/PVO Russian Air Force	no reports Kln	06may94	opb 978 vtap PVO at Klin in standard red c/s; l/n Klin 16may99; c/n not confirmed but probably the same aircraft; photo CKL aug01 still in very faded standard red c/s
	"40" blue	Tu-134Sh-2	Russian Air Force	CKL	19aug01	opb 1338 its at Chkalovski; type painted on as 'Tu-134A'; in basic Aeroflot c/s with blue engines and lower tail, no titles; l/n CKL may11
9 35 50990	"08" red	Tu-134Sh-2	Russian Air Force	Chh	22may08	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; l/n Chelyabinsk-Shagol 25oct14
9 35 50995	"02" red	Tu-134Sh-2	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s
9 35 50997	"05" red	Tu-134Sh-2	Russian Air Force	Chh	2010	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; in Rosimushchestvo (State Property Agency) listing 2010; l/n Chelyabinsk-Shagol 25aug12/01oct16, stored
9 35 50999	"52" blue	Tu-134Sh-2	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; reportedly went to ARZ-407 at Minsk for overhaul in 2015
9 35 51005	"03" red	Tu-134Sh-2	Russian Air Force	MHP	19may05	in ARZ-407; l/n MHP 06jun08 after overhaul in standard red c/s, c/n not checked these dates; already featured in tender published 18may07; seen Chelyabinsk-Shagol aug08; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); l/n Chelyabinsk-Shagol feb15
9 35 51010	RF-66023 "70" blue "04" black 551010	Tu-134Sh-2 Tu-134Sh-2 Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Soviet Navy Ukraine Air Force Ukraine Air Force	Chh mfd VIN KBP	oct16 02nov79 10may98 21may08	in standard red c/s and still coded "03" red no reports, based at Mykolayiv-Kulbakino, code visible under paint, see next lines c/n not confirmed; l/n KBP 25apr99, see next line VIP interior for 13 pax; last flight 15apr02; offered for sale by SkyBirdHeli 27may06 with t/t 1,164 hours and 1,464 cycles, type given as Tu-134A-3; under the paint looks to be "04" behind the cockpit with "70" blue below the cheatline; l/n KBP 30sep12/23jun15, stored; in official document 2012 for disposal with military unit given as A2215 at KBP at the time
9 35 51016	"21" blue "21" blue	Tu-134Sh-2 Tu-134Sh-2	Soviet AF/PVO Russian Air Force	mfd Kln	10dec79 06may94	opb 978 vtap PVO at Klin opb 78 ovtae at Klin; c/n checked Klin 12aug12; in standard 'red' Tu-134Sh c/s; offered for sale by Russian privatisation agency dec07, but could not be sold; seen wfu at Klin with parts missing, aug06/aug12 and broken up 2013
9 35 51020	"07" red	Tu-134Sh-2	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12/aug15, stored
9 35 51025	not known RA-14	Tu-134Sh Tu-134Sh	Soviet Air Force Russian Air Force	no reports no reports		c/n from a service bulletin c/n not confirmed, reported as converted to VIP version in book by D. Komisarov; c/n based at Chelyabinsk-Shagol and exported to Kazakhstan 14jan00, entered service with mil. unit 53975 at Almaty
	"14" red UN-65120(2)	Tu-134A Tu-134A	Kazakh Air Force Kazakh Government	ALA ALA	16apr00 19may04	c/n not confirmed; retained previous Russian Air Force code ? c/n not confirmed; has the Tu-134AK style emergency door on the port rear fuselage and Tu-134Sh-2 window configuration on the starboard side; l/n Zhetigen 02may15; see c/n 60482
9 35 51030	"12" red	Tu-134Sh-2	Russian Air Force	Chh	12aug06	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; seen MHP 12may08/06jun08 after overhaul, c/n not checked these dates; l/n Chelyabinsk-Shagol 04apr12; was active until 2015
9 35 51040	"09" red	Tu-134Sh-2	Russian Air Force	Chh	01oct11	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); reportedly overhauled at Rostov (ARZ-412) in 2010; in standard red c/s; l/n OVB 26oct14
0 35 51045	RF-66026 "33" red	Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Russian Air Force	Roc Chh	19sep15 25aug12	c/n not confirmed; carried also code "09" red; in standard red c/s; Chelyabinsk-Shagol nov15 opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s has a 'Stork' emblem behind nose
9 35 51050	"31" red	Tu-134Sh-2	Russian Air Force	Chh	21sep00	c/n checked; has got bomb racks under the fuselage; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; l/n Chelyabinsk-Shagol 25aug12
0 35 51055	"32" red	Tu-134Sh-2	Russian Air Force	Chh	16feb09	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11) in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol oct14; went to ARZ-407 at Minsk for overhaul in 2015
	RF-66029	Tu-134Sh-2	Russian Air Force	Chh	may16	carried also code "42" red; in standard red c/s with Russian stars, no titles; l/n Chelyabinsk-Shagol 11feb17
0 35 51060	"34" red	Tu-134Sh-2	Russian Air Force	Chh	2008	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in tender published 18may07; l/n Chelyabinsk-Shagol 31mar12 in standard red c/s; l/n Chelyabinsk-Shagol jul14
0 35 51067	"36" red	Tu-134Sh-2	Russian Air Force	CKL	apr10	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 17feb14, active
	RF-66031	Tu-134Sh-2	Russian Air Force	Chh	aug15	in standard red c/s with 'VVS Rossi' titles and still coded "36" red; l/n Chelyabinsk-Shagol 01oct16
0 35 51072	"15" red	Tu-134Sh-2	Russian Air Force	Chh	18jul11	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; seen KLD mar12; l/n Chelyabinsk-Shagol feb15, active
	RF-66032	Tu-134Sh-2	Russian Air Force	Chh	jul15	in standard red c/s with 'VVS Rossi' titles and still coded "15" red; l/n Chelyabinsk-Shagol 11feb17, active
0 35 51078	"35" red	Tu-134Sh-2	Russian Air Force	MHP	30jul09	after overhaul, c/n not checked this date; already featured in tender published 18may07; in standard red c/s; seen Chelyabinsk-Shagol mar10; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); l/n Chelyabinsk-Shagol 25jun10
0 35 51081	"30" red	Tu-134Sh-2	Russian Air Force	Chh	jun08	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in tender published 18may07; seen Chelyabinsk-Shagol 20mar09; in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; seen ROV 19aug12 for overhaul; seen Chelyabinsk-Shagol 13mar14, active with additional 'VVS Rossi' titles and Russian Stars on tail; l/n OVB 17feb15, active
0 35 51088	RF-66034 "37" red	Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Russian Air Force	Chh Chh	sep15 09apr09	in standard red c/s with 'VVS Rossi' titles and still coded "30" red; l/n Chelyabinsk-Shagol jun16 opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in tender published 18may07; seen ROV 23jun11; seen ROV 23apr12 in standard red c/s with additional 'VVS Rossi' titles; l/n PEE jul13
0 35 51092	RF-66035 "16" blue	Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Russian Air Force	Chh mfd	nov15 29sep80	in standard red c/s with 'VVS Rossi' titles and still coded "37" red; l/n Chelyabinsk-Shagol jul16, active seen Ryazan aug95 and 29jun02 in white c/s with blue cheatlines and Russian flag on tail, c/n not checked these dates; opb 1449 AB at Tambov; l/n Tambov-Military (West) 14aug12
0 35 51097	"17" red	Tu-134Sh-2	Russian Air Force	Chh	22may08	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); featured in tender published 18may07; in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol oct13; went to ARZ-407 at Minsk for overhaul in 2015
0 35 51102	RF-66036 not known	Tu-134Sh-2 Tu-134Sh	Russian Air Force Russian Air Force	Chh no	08feb16 reports	in standard red c/s still coded "17" red; l/n oct16 opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010
0 35 51108	"20" red	Tu-134Sh-2	Russian Air Force	Chh	15jul10	line # 17-04 from info sheet in ARZ-412; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red fin c/s; seen undergoing overhaul with ARZ-412 at Rostov-na-Donu 02nov11, stripped of paint; seen Rostov-na-Donu 28may12 in standard red c/s, with additional 'VVS Rossi' titles; seen Rostov-na-Donu jul12 during test flight; l/n OVB 03jun15
0 35 51115	RF-66038 not known "19" red RA-19	Tu-134Sh-2 Tu-134Sh-2 Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Soviet Air Force Russian Air Force Russian Air Force	Chh mfd Kub Rzd	aug15 19dec80 11apr92 03sep93	in standard red c/s with 'VVS Rossi' titles and still coded "20" red; l/n Chelyabinsk-Shagol 01oct16 c/n not confirmed; in standard red c/s; brought VIPs to the first open house at Kubinka this date opb Tambovskoye VVAUL at Tambov; featured in tender held 18may07; initially in basic 'blue' Aeroflot c/s, no titles; temporarily carried 'Rossiya' titles, seen as such Ryazan-Dyagilevo 28may99 and Tambov-Military (West) 17aug01; seen IKT 11nov05 and 12sep06 without titles; in basic 'polar' Aeroflot c/s with additional '75 let TVVAUL' titles on the nose from autumn 2006; named 'Marina Raskova' 25dec06 after a famous female Soviet pilot of the 1930s/40s; l/n active Tambov-Military (West) 24may08; preserved in the air base museum at Tambov-Military (West) (N52.705419 E41.379816) from 2009, f/n jun10; l/n may16
0 35 51137	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin

Tu-134UBL pilot trainers and Tu-134UBK/Tu-134UBKM crew trainers built between 1981-1983

All Tu-134UBLs were quasi-civil during pre-delivery flight tests, wearing test registrations matching the c/ns but those are not given in the list below unless we have a record as such.

0 35 51120	not known "40" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd MHP	14feb81 08may95	c/n and version confirmed (not a Tu-134Sh 1) c/n checked as starting with a 6 instead of a 0, but that was either a painting or a reading error; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 13jun99
0 35 51127	"14" blue RF-93946 not known "30" red	Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force Soviet Air Force Russian Air Force	Tbv CKL mfd Tbv	27may07 jun12 29aug81 27may06	named 'Desyatina' after an ancient Russian measuring unit; l/n Lipetsk sep08 named 'Desyatina'; l/n Tambov-Military (West) 26aug12 version confirmed (not a Tu-134Sh 1) opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; officially stored with 1449 AB at Tambov by 2011, but seems to have been preserved in the base museum (N52.706536 E41.379719), seen 27may06/may16; see also c/n 64435 and 64845
64000	"20" blue	Tu-134A-4	Russian Navy	Sev	15jun07	looks like a standard Tu-134UBL, with version painted and given in a tender as such; VIP aircraft, personal transport of the commander of the Black Sea Fleet; based at Gvardeiskoye; in grey c/s with blue 'lightning-bolt' cheatline, Russian Navy flag behind the cockpit and 'dolphin' badge behind the forward entry door; l/n Rostov-na-Donu-Tsentralny 30jul11

	RF-12000	Tu-134A-4	Russian Navy	Gvd	01nov11	VIP aircraft, personal transport of the commander of the Black Sea Fleet; in grey c/s with blue 'lightning-bolt' cheatline, Russian Navy flag behind the cockpit and 'dolphin' badge behind the forward entry door, still carried code "20" blue on the nose-wheel door; l/n OVB 01oct16
64010	CCCP-64010 "11" red	Tu-134UBL Tu-134UBL	Soviet Air Force Soviet Air Force	mfd Pus	01sep81 06jul94	late mfd; test registration trf to MRP/LNPO "Leninets" around 1982; converted to an avionics test-bed for the Tu-95MS's "Obzor" target illumination radar; never carried the code "100" blue as reported Pushkin sep95 (the error is explained by the fact that the aircraft has never been repainted since new, the code "11" red has faded and the test registration CCCP-64010 has begun to bleed through the grey paint on the engine nacelles, creating the false impression that the aircraft is coded "100" blue); l/n Pushkin may99; converted by ARZ-407 (see next line); see c/n 64148 c/n confirmed in Russian register f/n ALA 22feb03, opf Orenburg Airlines; l/n SVO 07jul04 leased 31dec03/31dec05; in white/green c/s offered for sale 22nov07 with t/t 3,814 hours and 2,449 cycles; l/n VKO 01feb09 in silver c/s with blue tail, small titles only, carried an additional 'Kosmos' sticker; l/n operational VKO 08aug10; seen VKO 22jun11, missing tail and outer part of both wings (major overhaul or cannibalised ?); seen 09oct11, now with outer wings attached; l/n jan12/jun12 as such late mfd; undertook acceptance tests and trials opb GK NII VVS at Aktyubinsk; had a spin recovery parachute in a fat tailcone (no APU) for high-alpha/low-speed trials at one stage code from wheel door only; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov and in listing 2011; see c/n 64315
	RA-65945 RA-65945 RA-65945 RA-65945 RA-65945	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Rus LK ZAO, n/t Billing OOO Avcom, n/t Meridian Air SportAviaServis	rgd rgd LED VKO VKO	25sep02 20dec02 19feb05 24jun06 01feb09	c/n confirmed in Russian register f/n ALA 22feb03, opf Orenburg Airlines; l/n SVO 07jul04 leased 31dec03/31dec05; in white/green c/s offered for sale 22nov07 with t/t 3,814 hours and 2,449 cycles; l/n VKO 01feb09 in silver c/s with blue tail, small titles only, carried an additional 'Kosmos' sticker; l/n operational VKO 08aug10; seen VKO 22jun11, missing tail and outer part of both wings (major overhaul or cannibalised ?); seen 09oct11, now with outer wings attached; l/n jan12/jun12 as such late mfd; undertook acceptance tests and trials opb GK NII VVS at Aktyubinsk; had a spin recovery parachute in a fat tailcone (no APU) for high-alpha/low-speed trials at one stage code from wheel door only; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov and in listing 2011; see c/n 64315
64020	CCCP-64020 "02" red	Tu-134UBL Tu-134UBL	Soviet Air Force Soviet Air Force	mfd	10dec82	opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Tambov-Military (West) 26aug12/30may15, with "24" red also visible on the engine cowling
	"20" red	Tu-134UBL	Russian Air Force	ph.	30may15	code from wheel door only; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov and in listing 2011; see c/n 64315
64027	not known "42" red "42" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd Rzd Tbv	24aug81 20aug95 29aug07	l/n Ryazan-Dyagilevo 18jun99; c/n not confirmed for these sightings opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Tambov-Military (West) 26aug12/30may15, with "24" red also visible on the engine cowling
64035	not known "21" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd MHP	01sep81 08may95	c/n checked twice, but reported by ARZ-407 at Minsk as being 64325 see also this c/n !; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 18aug97 opb 1449 AB at Tambov; small code on nose wheel door only; in grey c/s with blue 'lightning-bolt' cheatline and blue stripe at base of fin; named 'Angara' after a river in Eastern Siberia; featured in tender 18may07; l/n Tambov-Military (West) 30may15
	"21" blue	Tu-134UBL	Russian Air Force	Tbv	27may06	opb 1449 AB at Tambov; small code on nose wheel door only; in grey c/s with blue 'lightning-bolt' cheatline and blue stripe at base of fin; named 'Angara' after a river in Eastern Siberia; featured in tender 18may07; l/n Tambov-Military (West) 30may15
64041	not known "01" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Rzd	25aug81 28may99	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; photo Tambov-Military (West) before may06, stored; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08/aug12 and still in listing 2011; photo proof of two different "01" red aircraft at Tambov-Military (West), both aircraft seen the same date, see also c/n 64134 code visible under paint, see sightings next line opb 388 uae at Tambov; in grey c/s with red 'lightning bolt', Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; see c/n 64640; l/n Tambov-Military (West) 26aug12/07jun16, stored line # 67-10 c/n details from factory at Minsk; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 23aug96 see c/n 64350; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011 "CCCP-" registration probably related to the c/n c/n from wheel chocks, but not checked in the nose wheel well and not 100% sure if the chocks really belonged to this aircraft c/n not checked; small code on nose wheel door only; in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit; featured in tender held 18may07; seen Yeisk 10jun11; l/n EIK 20jul13/19jul14 with the given c/n on the engine covers c/n from russianplanes.net; also coded "31" blue, with small code on nose wheel door only, in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit and Russian flag on the tail; l/n Kubinka 11sep16
64055	"14" red "22" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	01sep81 26may07	opb 388 uae at Tambov; in grey c/s with red 'lightning bolt', Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; see c/n 64640; l/n Tambov-Military (West) 26aug12/07jun16, stored line # 67-10 c/n details from factory at Minsk; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 23aug96 see c/n 64350; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011 "CCCP-" registration probably related to the c/n c/n from wheel chocks, but not checked in the nose wheel well and not 100% sure if the chocks really belonged to this aircraft c/n not checked; small code on nose wheel door only; in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit; featured in tender held 18may07; seen Yeisk 10jun11; l/n EIK 20jul13/19jul14 with the given c/n on the engine covers c/n from russianplanes.net; also coded "31" blue, with small code on nose wheel door only, in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit and Russian flag on the tail; l/n Kubinka 11sep16
64065	not known "12" red "23" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP Tbv	29aug81 13may96 29aug07	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 23aug96 see c/n 64350; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011 "CCCP-" registration probably related to the c/n c/n from wheel chocks, but not checked in the nose wheel well and not 100% sure if the chocks really belonged to this aircraft c/n not checked; small code on nose wheel door only; in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit; featured in tender held 18may07; seen Yeisk 10jun11; l/n EIK 20jul13/19jul14 with the given c/n on the engine covers c/n from russianplanes.net; also coded "31" blue, with small code on nose wheel door only, in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit and Russian flag on the tail; l/n Kubinka 11sep16
64073	CCCP-64073 "16" red	Tu-134UBL Tu-134UBL	Soviet Air Force Soviet Air Force	Kub	photo 11apr92	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 23aug96 see c/n 64350; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011 "CCCP-" registration probably related to the c/n c/n from wheel chocks, but not checked in the nose wheel well and not 100% sure if the chocks really belonged to this aircraft c/n not checked; small code on nose wheel door only; in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit; featured in tender held 18may07; seen Yeisk 10jun11; l/n EIK 20jul13/19jul14 with the given c/n on the engine covers c/n from russianplanes.net; also coded "31" blue, with small code on nose wheel door only, in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit and Russian flag on the tail; l/n Kubinka 11sep16
	"31" blue	Tu-134UBL	Russian Navy	Osv	15jul06	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 23aug96 see c/n 64350; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011 "CCCP-" registration probably related to the c/n c/n from wheel chocks, but not checked in the nose wheel well and not 100% sure if the chocks really belonged to this aircraft c/n not checked; small code on nose wheel door only; in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit; featured in tender held 18may07; seen Yeisk 10jun11; l/n EIK 20jul13/19jul14 with the given c/n on the engine covers c/n from russianplanes.net; also coded "31" blue, with small code on nose wheel door only, in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit and Russian flag on the tail; l/n Kubinka 11sep16
	RF-12041	Tu-134UBL	Russian Navy		26nov14	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 23aug96 see c/n 64350; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011 "CCCP-" registration probably related to the c/n c/n from wheel chocks, but not checked in the nose wheel well and not 100% sure if the chocks really belonged to this aircraft c/n not checked; small code on nose wheel door only; in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit; featured in tender held 18may07; seen Yeisk 10jun11; l/n EIK 20jul13/19jul14 with the given c/n on the engine covers c/n from russianplanes.net; also coded "31" blue, with small code on nose wheel door only, in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit and Russian flag on the tail; l/n Kubinka 11sep16
64083	not known "28" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no	31jul81 reports	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 23aug96 see c/n 64350; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; possibly it is the aircraft coded "08" red on the engine, with "28" on the nose wheel door, seen Tambov-Military (West) 27may06/ 26aug12
64095	not known "23" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd IKT	07aug81 21apr05	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
64100	not known "10" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	19aug81 27may06	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08/may15 and still in listing 2011 line # 65-03; opb 652 uap 43 TsBP i PLS at Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo 28may99 with Rossiya titles, see below opb 37th Air Army; reportedly based at Tambov-Military (West) until about 2002/03; with blue 'lightning-bolt' cheatline and blue stripe on lower fin, badge with lake Baikal behind the cockpit; originally without titles, but later named 'Baikal'; l/n Tambov-Military (West) 17aug01; see also c/n 64812 "18" blue named 'Baikal' converted to a VIP aircraft; personal aircraft of the Plenipotentiary Representative in the Far Eastern Federal District, opb 257 osap at Khabarovsk-Bolshoi; with blue 'lightning-bolt' cheatline and blue stripe on lower fin, small code on nose wheel door only; named 'Graf Muravyov-Amurski' oct05 after a tsarist governor of the Far East; l/n Chelyabinsk-Shagol 17sep12; overhauled by RZGA No. 412 from 17jan13, t/t 7,611 hours and 7,239 cycles by the with blue 'lightning-bolt' cheatline and blue stripe on lower fin, named 'Graf Muravyov-Amurski'; "54" blue on nose wheel door; l/n ROV oct14; l/n OVB 06sep16
	RF-66054	Tu-134UBL	Russian Air Force	ROV	14sep14	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
64134	not known "01" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	10sep81 27may06	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 23aug96 see c/n 64350; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; possibly it is the aircraft coded "08" red on the engine, with "28" on the nose wheel door, seen Tambov-Military (West) 27may06/ 26aug12
64140	not known "02" red "22" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP ph.	31aug81 05jul95 jun06	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 23aug96 see c/n 64350; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011 "CCCP-" registration probably related to the c/n c/n from wheel chocks, but not checked in the nose wheel well and not 100% sure if the chocks really belonged to this aircraft c/n not checked; small code on nose wheel door only; in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit; featured in tender held 18may07; seen Yeisk 10jun11; l/n EIK 20jul13/19jul14 with the given c/n on the engine covers c/n from russianplanes.net; also coded "31" blue, with small code on nose wheel door only, in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit and Russian flag on the tail; l/n Kubinka 11sep16
	RF-93947	Tu-134UBL	Russian Air Force	CKL	18jun11	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
64148	not known "44" red	Tu-134UBL Tu-134UBL	Soviet Air Force Ukraine Air Force	no trf	reports 1992	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08/may15 and still in listing 2011 line # 65-03; opb 652 uap 43 TsBP i PLS at Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo 28may99 with Rossiya titles, see below opb 37th Air Army; reportedly based at Tambov-Military (West) until about 2002/03; with blue 'lightning-bolt' cheatline and blue stripe on lower fin, badge with lake Baikal behind the cockpit; originally without titles, but later named 'Baikal'; l/n Tambov-Military (West) 17aug01; see also c/n 64812 "18" blue named 'Baikal' converted to a VIP aircraft; personal aircraft of the Plenipotentiary Representative in the Far Eastern Federal District, opb 257 osap at Khabarovsk-Bolshoi; with blue 'lightning-bolt' cheatline and blue stripe on lower fin, small code on nose wheel door only; named 'Graf Muravyov-Amurski' oct05 after a tsarist governor of the Far East; l/n Chelyabinsk-Shagol 17sep12; overhauled by RZGA No. 412 from 17jan13, t/t 7,611 hours and 7,239 cycles by the with blue 'lightning-bolt' cheatline and blue stripe on lower fin, named 'Graf Muravyov-Amurski'; "54" blue on nose wheel door; l/n ROV oct14; l/n OVB 06sep16
	"11" red	Tu-134UBL	Russian Air Force	Pus	18aug03	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
64152	not known "43" red	Tu-134UBL Tu-134UBL	Soviet Air Force Ukraine Air Force	no trf	reports 1992	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08/may15 and still in listing 2011 line # 65-03; opb 652 uap 43 TsBP i PLS at Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo 28may99 with Rossiya titles, see below opb 37th Air Army; reportedly based at Tambov-Military (West) until about 2002/03; with blue 'lightning-bolt' cheatline and blue stripe on lower fin, badge with lake Baikal behind the cockpit; originally without titles, but later named 'Baikal'; l/n Tambov-Military (West) 17aug01; see also c/n 64812 "18" blue named 'Baikal' converted to a VIP aircraft; personal aircraft of the Plenipotentiary Representative in the Far Eastern Federal District, opb 257 osap at Khabarovsk-Bolshoi; with blue 'lightning-bolt' cheatline and blue stripe on lower fin, small code on nose wheel door only; named 'Graf Muravyov-Amurski' oct05 after a tsarist governor of the Far East; l/n Chelyabinsk-Shagol 17sep12; overhauled by RZGA No. 412 from 17jan13, t/t 7,611 hours and 7,239 cycles by the with blue 'lightning-bolt' cheatline and blue stripe on lower fin, named 'Graf Muravyov-Amurski'; "54" blue on nose wheel door; l/n ROV oct14; l/n OVB 06sep16
	"43" blue	Tu-134UBL	Ukraine Air Force	r/r	2001 ?	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
64168	"33" red	Tu-134UBL	Russian Air Force	SVX	23jun06	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
	RF-66039	Tu-134UBL	Russian Air Force	ROV	19aug12	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
64175	"14" red	Tu-134UBL	Russian Navy	mfd	27oct81	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
	"14" blue	Tu-134UBL	Russian Navy	Osv	21aug05	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
	RF-12037	Tu-134UBL	Russian Navy	EIK	28jun14	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
0 35 64182	not known "25" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no	02sep81 reports	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15

	"34" red	Tu-134UBL	Russian Air Force	ph.	20aug03	preserved in Muzei boyevoi slavy (Combat Valour Museum) in Park Pobedy (Victory Park) at Saratov (N51.542361 E46.057888), seen aug03/oct12
64188	not known "05" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	22oct81 27may07	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may07 and still in listing 2011; l/n Tambov-Military (West) 30may15
64195	"06" red not known	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	mfd	29oct81	c/n offered for sale by Russian privatisation agency may05/mar06 with t/t 3,934 hours, was with mil. unit 24815 at Tambov at that time; converted by ARZ-407 at Minsk to Tu-134B-3; photo exists of "06" red at Tambov before may06 in grey c/s with red 'lightning bolt', Red Star on fin; seen again MHP 15jun06 disassembled, suggest these two sightings are probably for this aircraft
	RA-65737(2)	Tu-134B-3	Jet Air	VKO	06aug07	in VARZ-400; last overhaul completed 31jul07; in grey c/s with white/blue/red (Russian flag) cheatline, no titles; see c/n 2351506; l/n VKO may09
64208	RA-65737(2) RA-65737(2) not known "07" red	Tu-134B-3 Tu-134B-3 Tu-134UBL Tu-134UBL	RusJet Air Company Meridian Soviet Air Force Russian Air Force	AAQ GOJ mfd Tbv	28aug09 10sep12 31oct81 27may06	in grey c/s with white/blue/red (Russian flag) cheatline, full titles below cockpit windows; l/n GOJ 18apr12 in grey c/s with white/blue/red (Russian flag) cheatline; badge below cockpit windows; l/n VKO 03oct16
64215	not known "26"	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no	05nov81 reports	opb 388 uae at Tambov; last overhaul completed 19jul86; offered for sale by Russian privatisation agency dec06/feb08 with t/t 4,026 hours and 4,775 cycles, but could not be sold; stored with 1449 AB at Tambov by 2011
64222	"44" "34" red	Tu-134UBL Tu-134UBL	Russian Navy Russian Navy	mfd Osv	30nov81 21aug05	code confirmed in document 2000, based at Ostrov code confirmed in tender document apr07; opb 444 TsBP I PLS at Ostrov; in grey c/s with red 'lightning bolt', Russian Navy flag behind cockpit; seen again Ostrov 15jul06; l/n EIK 06jul11/18aug12
64235	not known "10" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd IKT	27nov81 13jan09	opb 6953 AB at Byelaya; in grey c/s with blue 'lightning-bolt' cheatline and stylized Russian flag on fin; named 'Ussuri' after a river in the south of the Russian Far East; l/n Tambov-Military (West) 30may15, stored
64245	"11" red "01" red	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	Rzd SVX	03sep93 29jun04	c/n from ARZ-407 at Minsk; seen MHP 08oct95/18aug97; in grey c/s with red 'lightning-bolt' cheatline; l/n Ryazan-Dyagilevo 18jun99, the same aircraft ?
64258	not known "12" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd CKL	30nov81 aug03	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n SVX 20aug12, wfu, stored on the grass; c/n from russianplanes.net; in the process of being broken up at SVX 03feb15
	RF-93941	Tu-134UBL	Russian Air Force	ROV	13mar12	c/n checked CKL aug03, presented in cockpit as '12 64258 815'; in grey c/s with blue 'lightning-bolt' cheatline which had been red before (paint was partially coming off by 2010), carried a large badge behind the cockpit; named 'Tsna' after a river in central Russia; opb 1449 AB at Tambov by 2011; l/n in ARZ-412 at Rostov-na-Donu 02nov11; work was undertaken at ARZ-412 22jun11-26oct11
64270	not known "15" red "45" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd no reports IKT	15jan82 reports 28aug07	also carried code "12" blue on the nose wheel door; in grey c/s with blue 'lightning-bolt' cheatline; named 'Tsna'; small 'Aviabaza Tambov' titles on the lower nose; l/n OVB 24feb17
	RF-93940	Tu-134UBL	Russian Air Force	ROV	13mar12	opb Orskoye VVAUL at Orsk; reported in an incident report in 1999
64277	not known "15" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	19jan82 27may06	opb 6953 AB at Byelaya; in grey c/s with blue 'lightning-bolt' cheatline and blue stripe on base of fin, Russian flag on fin; named 'Barguzin' after a town in Buryatiya; l/n in ARZ-412 at Rostov-na-Donu 02nov11; work was undertaken at ARZ-412 24jun11-06dec11
64283	not known "17" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	05feb82 29may04	also carried code "45" blue on the nose wheel door; in grey c/s with blue 'lightning-bolt' cheatline; named 'Barguzin'; small 'Aviabaza Tambov' titles on the lower nose; l/n Rostov-na-Donu Tsentralny feb17
	RF-93949	Tu-134UBL	Russian Air Force	Dmn	29nov13	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen 27may07 and still in listing 2011; l/n Tambov-Military (West) 26aug12
64300	not known "42" red "42" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Ukraine Air Force Ukraine Air Force	no reports trf	reports 1992	in grey c/s with blue 'lightning-bolt' cheatline and stylized Russian flag on fin; named 'Meshchorya' after a landscape in central Russia; opb 1449 AB at Tambov by 2011; l/n ROV 13mar12
		Tu-134UBL	Ukraine Air Force	r/r	2001 ?	also carried code "17" blue on the nose wheel door; in grey c/s with blue 'lightning-bolt' cheatline, blue stripe on base of fin and Russian flag on fin; named 'Meshchorya'; l/n Kubinka 09sep16 based at Tambov
64308	not known "19" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	17feb82 27may06	opb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; f/n MHP 09sep92; overhauled by ARZ-407 at Minsk in 1993/97; seen MHP 23aug96 with an 'Avialniyi Ukraini' logo; delivered to Ukraine mar98; seen Priluki 03may98 and again 25jun99
64315	not known "20" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	27feb82 27may07	trf to 185 vbap at Poltava circa 2001 and received a blue code; in light grey c/s with blue 'lightning-bolt' cheatline; preserved in the Ukrainian Air Force Museum at Poltava (N49.617194 E34.502511), seen 2001/jul15 (c/n checked on a plate in the cockpit 15apr10)
64325	not known "21" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	27feb82 09jun12	in grey c/s with blue 'lightning-bolt' cheatline, Red Star on fin; seen Tambov 24may08 named 'Rossiya'; stored with 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 26aug12 without name
64350	"23" red	Tu-134UBL	Russian Air Force	mfd	1982	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08/aug12 and still in listing 2011; see c/n 64020
64360	not known "24" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	1982 26may07	c/n not checked; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; see c/n 64035 and 64585; l/n Tambov-Military (West) 31may14
64375	"35" red	Tu-134UBL	Russian Air Force	Chh	aug08	c/n reported by Minsk ARZ for this code; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); c/n only given in Rosimushchestvo (State Property Agency) listing 2010; details from russianplanes.net; f/n Chelyabinsk-Shagol 14aug04; l/n Chelyabinsk-Shagol 20aug12
64392	not known "26" red "20" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd Rzd Rzd	21mar82 03sep93 18aug05	last overhaul completed 31jan89; offered for sale by Russian privatisation agency dec06/mar07 with t/t 4,187 hours and 1,753 cycles, was with mil. unit 24815 at Tambov at that time; in grey c/s with red 'lightning-bolt' cheatline; l/n aug12/may15, stored
64400	not known "27" red "24" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP Tbv	29apr82 09sep93 27may07	c/n in official documents by 06may83; code for this c/n not confirmed; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); c/n only given in Rosimushchestvo (State Property Agency) listing 2010; in grey c/s with red 'lightning-bolt' cheatline; code details from russianplanes.net; l/n Chelyabinsk-Shagol 20aug12
	RF-93936	Tu-134UBL	Russian Air Force	Roc	27jun11	c/n from ARZ-407 at Minsk; l/n MHP 13jun99
64420	"28" red	Tu-134UBL	Russian Air Force	mfd	1982	in grey c/s with blue 'lightning-bolt' cheatline and blue and white band on base of fin; featured in tender 18may07; named 'Ural' after the Urals mountains, opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 30may15
	RF-66042	Tu-134UBL	Russian Air Force	ROV	26dec11	c/n checked; see c/n 64793
64425	"29" red not known RA-65733(2)	Tu-134UBL Tu-134UBL Tu-134B-3	Soviet Air Force Russian Air Force Russ. Tax Service	mfd MHP trf	29may82 12may08 19apr07	opb 1449 AB at Tambov; named 'Amur'; in grey c/s with blue 'lightning-bolt' cheatline, fin partially in Russian colours, with 'Aviabaza Tambov' on the lower nose; under rework with ARZ-412 at Rostov-na-Donu from 30apr10, l/n oct10
64435	not known "30" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31may82 24may08	opb 1449 AB at Tambov; named 'Amur'; in grey c/s with blue 'lightning-bolt' cheatline, with 'Aviabaza Tambov' on forward fuselage and carried code "24" blue on the nose wheel door; small 'Aviabaza Tambov' titles on the lower nose; l/n Samara-Bezmyanka 12apr16
64450	"31" red	Tu-134UBL	Russian Air Force	CKL	15aug99	line # 68-03 from info sheet in RZGA No. 412; opb Chelyabinski VAISH at Chelyabinsk-Shagol; in grey c/s with red 'lightning bolt' outlined in white, Red Star on fin and unit's badge behind the cockpit; f/n IKT 05oct05; l/n as such ROV 29apr11; seen under overhaul with RZGA No. 412 at Rostov-na-Donu 02nov11, stripped of paint; work was undertaken at ARZ-412 24jun11-27dec11
	RF-66090 RF-65733(3)	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	SVX PEE	15jun13 jun14	also carried code "28" blue on engine and nose wheel door; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in grey c/s with blue 'lightning bolt' outlined in white, with partial blue fin and Russian flag, small 'Aviabaza Shagol' titles on the lower nose; l/n OVB 20dec16
		Tu-134UBL	Russian Air Force	mfd	19apr07	in bare metal c/s in ARZ-407 version in documents as just Tu-134B, but painted on as Tu-134B-3; VIP aircraft; owned by FGUP Sankt-Peterburgskii inzhenerno- tekhnicheskii tsentr Federalnoi nalogovoi sluzhby (St. Petersburg Technical and Engineering Centre of the Federal Tax Service); opb 223 LO of the Russian Air Force at CKL (contract signed 20mar09, the Russian Air Force has to pay some € 750.000 a year for using its former aircraft which had been transferred without payment); in basic Rossiya c/s without titles; h/o 18may07; f/n MHP 19dec08; see c/n 1351403 and 64450; l/n CKL 11mar16
		Tu-134UBL	Russian Air Force	mfd	24may08	opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 09jun12/31may14 as such; see also c/n 64845 and 03551127
		Tu-134UBL	Russian Air Force	CKL	15aug99	c/n confirmed; seen again Domna AB near Chita 09sep03; in grey c/s with blue 'lightning bolt' and stripe running up the tail; featured in tender held 18may07, code not given; l/n SVX 14may13, active
		Tu-134UBL	Russian Air Force	SVX	15jun13	also carries code "31" red; in same c/s as above; l/n Chelyabinsk-Shagol 14feb14
		Tu-134UBL	Russian Air Force	PEE	jun14	also carries code "31" red; in same c/s as above; l/n MHP 26nov15; seen MHP 18oct16, in all dark blue/grey c/s with wavy cheatline in the colours of the Russian flag; l/n Rostov-na-Donu Tsentralny 16dec16; see also c/n 1351403 and 64425

64454	CCCP-64454(2)	Tu-134IK	MAP LII Ramenskoye	d/d	01sep83	c/n checked as 64454 which is the c/n of the Tu-134UBL fuselage (possible line # 69-07); presumed never built as UBL but Tu-134IK airframe constructed with nose and tail of c/n 66140, see there; Aeroflot c/s, marked as 'Tu-134A' but with several extra fairings and aerials, UBL window and exit layout; f/f nov83; rgd 21dec83 with c/n 66140; test-bed for classified anti-submarine warfare equipment, modified at LII im. Gromova in autumn 1983 and f/f with full equipment (including synthetic aperture radars and DISS-7) dec83, successor to the crashed first Tu-134IK (c/n 62400); replaced in this role by modified II-76MD oct88, handed back to air force around 1990; l/n Pushkin 18aug91
	RA-64454	Tu-134IK	MAP LII Ramenskoye	Kub	25aug97	same exterior look as above; reported for Gromov Air; c/n 66140 (see there) as which it was registered canx around 1998; seen CKL 15aug99, Levashovo may01, Levashovo aug03; reportedly in use now as transport aircraft without ASW equipment; noted CKL 29aug05, c/n checked again; l/n ROV aug12/jan17, no titles
64520	not known "45" red "45" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd Rzd Tbv	24jun82 28may99 26aug12	l/n Ryazan-Dyagilevo 18aug99; c/n not confirmed for these sightings opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin
64570	not known "33" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	28jun82 27may07	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, l/n may08 and still in listing 2011
64585	CCCP-64585 "21" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no reports	30jun82	poor quality photo, taken during pre-delivery tests, exists stored with 1449 AB at Tambov by 2011; see c/n 64325
64595	not known "16" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	30jun82 27may06	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov, seen 24may08; still in listing 2011; l/n Tambov-Military (West) 30may15; see c/n 64793
64608	not known "36" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31jul82 09jun12	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 31may14/30may15
64615	"37" red 64615	Tu-134UBL Tu-134UBL	Russian Air Force Russian MVD/VV	mfd trf	13aug82 05oct05	opb mil. unit 24815 at Tambov; photo Tambov aug90; opb Tambov Higher Military Pilot School (TVVAUL) converted to a VIP aircraft; opb 3 osae on at Chkalovski/Novaya Derevnya; last five of c/n on nose-gear doors as registration; 'TU-134-UB-L' (sic) on nose; in non-standard c/s with civil-style blue cheatline instead of the usual 'lightning' plus white/blue/red stripes below it, blue rear fuselage and Russian flag on fin, no titles; f/n GOJ aug06
	RA-64615 RF-66049	Tu-134UBL Tu-134UBL	Russian MVD/VV Russian MVD/VV	Roc rgd	26may07 17may06	now with full registration on fin; opb 3 osae on at Chkalovski/ Novaya Derevnya; l/n CKL 23jul07 opb 3 osae on at Chkalovski/Novaya Derevnya; in the same c/s as above, no titles; f/n CKL 20aug07; tender for prolongation of life-time by 1 year published 01jun11; l/n GOJ nov16
64620	not known "29" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no reports	18aug82	stored with 1449 AB at Tambov by 2011
64630	"25" red "25" red	Tu-134UBK Tu-134UBKM	Soviet Air Force Russian Air Force	mfd Pus	08jun82 06jul94	converted to, see next line c/n not checked this date; Tu-134UB-KM; c/n painted on the flight deck, shot taken in the process of conversion by 20 ARZ at Pushkin in 1996
	"21" blue "15" red "15" blue	Tu-134UBKM Tu-134UBKM Tu-134UBKM	Russian Air Force Russian Air Force Russian Air Force	IKT photo Bly	17feb06 27jan10	c/n painted on the flight deck in grey c/s with red 'lightning-bolt' cheatline c/n painted on the flight deck; opb 1449 AB at Tambov; in grey c/s with blue 'lightning-bolt' cheatline; l/n Ryazan-Dyagilevo 27jan11
64640	RF-93938 not known "22" red	Tu-134UBKM Tu-134UBL Tu-134UBL	Russian Air Force Soviet Air Force Russian Air Force	ZIA mfd MHP	06aug12 30aug82 13may96	in grey c/s with blue 'lightning-bolt' cheatline; also carried "15" blue on nose wheel door; l/n OVB 11aug16 c/n confirmed by ARZ-407 at Minsk; reportedly ex "40" red; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov by 2011; see c/n 64055; believed to have been re-coded "02" red by may06, see next line
	"02" red	Tu-134UBL	Russian Air Force	Tbv	27may06	c/n not confirmed; opb 388 uae at Tambov; in grey c/s with red 'lightning bolt', Red Star on fin; l/n Tambov-Military (West) 24may08, stored
64655	not known "36" red "36" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Navy	mfd no reports Osv	1982 16aug03	based at Tambov, trf Russian Navy oct01 in grey c/s with red 'lightning-bolt', Red Star on fin; l/n Yeisk 25jul15; c/n from russianplanes.net
64670	not known "42" red "42" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Navy	no reports no reports Osv	no reports no reports 21aug05	c/n from ARZ-407 at Minsk c/n confirmed; in grey c/s with red 'lightning bolt' cheatline and Red Star on fin; trf from Tambov in early 2000s; l/n stored Ostrov 18aug12
64678	"43" red "30" red	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	MHP no reports	13may96	c/n from ARZ-407 at Minsk; l/n MHP 13jun99 based Tambov in 2002; c/n featured in tender held 18may07; broken up Tambov feb13
64685	not known "44" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	28sep82 27may06	in all-grey c/s with red 'lightning-bolt' cheatline, Red star on fin; stored with 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 31may14/30may15
64700	not known "45" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Eng	21oct82 aug03	opb 22 tbad at Engels; preserved in the base museum at Engels (N51.475680 E46.188335), seen aug03/sep12
64705	not known "46" red not known	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP MHP	1982 10may05 28aug07	c/n not checked this date, see next line in all-grey c/s with red 'lightning-bolt' cheatline, Red star on fin, no tail or engines with c/n painted on nose wheel; was offered for sale by Russian privatisation agency may05, was with mil unit. 24815 at Tambov at that time; seen MHP 12may08/may15 as such
0 35 64715	"47" red not known	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd	30oct82	see also c/n 64815 probably based at Tambov; transferred to Ingushetia by a Russian government order dated 11feb05; photo exists of "47" red at Tambov-Military (West) before may06, in grey c/s with red 'lightning bolt', Red Star on fin; seen MHP 28aug07 with UBL nose removed, suggest these two sightings are probably for this aircraft; converted to a passenger aircraft by ARZ-407 at Minsk 01sep08
	RA-65747(2) RA-65747(2) RA-65747(2)	Tu-134B-3 Tu-134B-3 Tu-134B-3	Kosmos RusJet Tsentr-Yug	h/o VKO ROV	26may09 06feb10 17jun13	at Minsk; owned by KapitalAviaInvest; in blue/silver c/s with outline of a star on tail and fuselage, carried small 'Kosmos' titles on nose; f/n VKO 10oct09; l/n KHV 02feb10 in blue/silver c/s with outline of a star on tail and fuselage, without titles; l/n GOJ 31may13 in blue/silver c/s with outline of a star on tail and fuselage, with small titles; offered on the internet by Atlas-Jet for charter, 30 seater; l/n VKO 17apr14; stored at VKO from may14
64728	CCCP-64728 "72" red	Tu-134UBL Tu-134UBL	Soviet Air Force Soviet Air Force	mfd photo	dec82	the last Tu-134UBL built; registration used presumably just for pre-delivery test flights code worn on nose wheel door only; h/o to LNPO Lenincts for conversion into the first Tu-134UBK in 1983; in all-grey c/s with red 'lightning-bolt' cheatline outlined in white
	"72" red	Tu-134UBK	Soviet Navy	ph.	1984	delivered to 33 TsBPIPLS of the Soviet Navy at Mykolayiv-Kulbakino in 1984; photo in Russian magazine 1999
	"72" red	Tu-134UBK	Ukrainian Navy	Mkk	08may98	c/n checked; code worn on nose wheel door only; in all-grey c/s with red 'lightning-bolt' cheatline outlined in white, with Ukrainian military badge on fin; wfu in 1994 as there was no money available for the necessary prolongation of the calendar life-time; seen Mykolayiv-Kulbakino may02/aug13, wfu, CCCP-64728 visible under paint on engine; broken up sep13
0 35 64735	not known "48" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd	1982	based at Tambov-Military (West); transferred to Ingushetia by a Russian government order dated 11feb05, was to be converted to a passenger aircraft; sale fell through and remained stored at Tambov-Military (West); in grey c/s with red/white 'lightning-bolt', Red star on fin; l/n aug07/may15
	64740	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd ZIA	1983 03sep93	details from russianplanes.net l/n ZIA aug01; c/n checked several times; code removed after transfer to MAP/LII; was avionics test-bed with N-01 radar, seen aug05/sep13, wfu
0 35 64748	"26" red not known	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd MHP	1983 28aug07	details from russianplanes.net was probably based at Tambov-Military (West); in grey c/s with red/white 'lightning-bolt', Red star on fin; transferred to Ingushetia by a Russian government order dated 11feb05; seen MHP 28aug07 in the process of conversion, without tail and engines; c/n painted on nose wheel; seen MHP 12may08/may15 as such
0 35 64753	"17" red	Tu-134UBL	Russian Air Force	mfd	22mar83	f/n MHP 05jul95; c/n from ARZ-407 at Minsk; l/n MHP 13jun99; was earmarked for conversion to a Tu-134B-3 passenger aircraft and transfer to an Ingushetian airline 25dec01, was not airworthy at that time; reportedly arrived in ARZ-412 at Rostov-na-Donu around 2003/04
	RA-65574	Tu-134B-3	Magas	ROV	07aug09	c/n confirmed; opb Kosmos (RKK "Energiya") for Magas; in white c/s with two thin green stripes, carried large 'MAGAS' and small 'Kosmos' titles; l/n GOJ 30jan12
	RA-65574	Tu-134B-3	Tsentr-Yug	DME	10mar12	in white c/s with two thin green stripes, small titles behind nose; l/n GOJ 01oct14; seen GOJ 12feb15, without titles
0 35 64775	RA-65574 "57"	Tu-134B-3 Tu-134UBL	Sirius Aero Russian Air Force	GOJ mfd	13may15 24mar83	in white c/s with two thin green stripes, small titles behind the cockpit; l/n DME 13sep16 f/n in ARZ-407 at MHP 19may05; colour of code not known, just '57' stencilled on; c/n in official documents since 06may83; was earmarked for conversion to a Tu-134B-3 and transfer to an Ingushetian airline 25dec01, was not airworthy at that time; arrived at ARZ-407 in 2003; conversion started in 2004
	RA-65805(2)	Tu-134B-3	Magas	MHP	28aug07	opb Kosmos for Magas; in white c/s with two thin green stripes, carried large 'MAGAS' and small 'KOSMOS' titles; arrived at Magas 06apr08 and inaugurated the Magas-Moscow service 07apr08; l/n DME 15jun11; see c/n 3352105
0 35 64783	RA-65805(2) not known	Tu-134B-3 Tu-134UBL	Tsentr-Yug bare metal	DME mfd	10feb12 07apr83	in white c/s with two thin green stripes small titles behind nose; l/n CEK 25apr16/dec16, wfu f/n MHP 28aug07, in process of being converted to a passenger aircraft; was probably based at Tambov-Military (West); transferred to Ingushetia by a Russian government order dated 11feb05; seen MHP 12may08, still in bare metal c/s, '65700' on engine
	RA-65700(2) RA-65700(2) RA-65700(2)	Tu-134B-3M Tu-134B-3M Tu-134B-3M	Silver c/s, n/t Tsentr-Yug Sirius Aero	MHP GOJ GOJ	15oct08 feb09 06oct13	c/n confirmed; owned by KapitalAviaInvest, h/o dec08; see c/n 63340 small titles behind the nose below the blue cheatline, in silver c/s; l/n GOJ 13jul13 rgd 23oct13; in the same silver c/s, no titles; seen VKO 18may14 with small titles behind the nose above the blue cheatline, l/n VKO 15feb17
64793	not known "27" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd SVX	13apr83 23jun06	in grey c/s, with red 'lightning bolt', Red Star on fin; details from russianplanes.net; see c/n 64400

	"07" red	Tu-134UBL	Russian Air Force	SVX	sep07	in grey c/s, with red 'lightning bolt', Red Star on fin; details from russianplanes.net; c/n featured in tender held 18may07; l/n SVX 07nov08
	"16" blue	Tu-134UBL	Russian Air Force	CKL	jun10	overhauled 12may10; in grey c/s with blue/white 'lightning-bolt', Russian flag on fin; with 'Ural' titles; l/n CKL 14sep11
	RF-66051	Tu-134UBL	Russian Air Force	ph.	2012	at Engels; in grey c/s with blue/white 'lightning-bolt', Russian flag on fin, with 'Ural' titles; also carried code "16" blue; seen Vorkuta-Sovjetski 29may13 with small 'Aviabaza Tambov' titles on the lower nose; l/n Usinsk 30oct15
64800	not known "18" red "18" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd Kub Akc	16apr83 17may99 21sep05	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 31may14
64803	"24" red	Tu-134UBL	Russian Air Force	Chh	aug08	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13
64805	"19" red	Tu-134UBL	Russian Air Force	Rzd	28may99	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date ; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line
	RF-66044	Tu-134UBL	Russian Air Force	Chh	05dec15	also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n Chelyabinsk-Shagol 01oct16
64812	not known "18" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31may83 26may07	in grey c/s with blue 'lightning-bolt' cheatline, blue stripe and Russian flag on fin; named 'Baikal' after the lake in Eastern Siberia; opb 1449 AB at Tambov by 2011; l/n Byelaya 16jun11; see also c/n 64121 which was named 'Baikal'
	RF-94246	Tu-134UBL	Russian Air Force	CKL	01jul11	opb 1449 AB at Tambov; still carried code "18" blue on nose wheel door, in the same c/s as above; named 'Baikal'; small 'Aviabaza Tambov' titles on the lower nose; c/n from russianplanes.net; l/n CKL 04feb17
64815	CCCP-64815 "47" red	Tu-134UBL	Soviet Air Force Russian Air Force	no Tbv	reports 12aug97	test registration; cockpit photo exists c/n confirmed; in grey c/s with red 'lightning-bolt' cheatline; seen Ryazan-Dyagilevo 28may99 and Ryazan-Dyagilevo 18jun99 the same aircraft ?, see also c/n 03564715
	"47" red	Tu-134UBL	Russian Navy	trf	2002	f/n EIK 06jul11; in grey c/s with red 'lightning bolt', Red Star on fin; l/n EIK 20jul13; c/n from russianplanes.net
0 35 64820	"40" red	Tu-134UBL	Russian Air Force	mfd	22jul83	code needs confirmation (given by crew 22aug07, but different codes are cited as well); probably based at Tambov-Military (West); transferred to Ingushetia by a Russian government order dated 11feb05; converted by ARZ-407 at Minsk, post may06 to, see next line
	RA-65727(2)	Tu-134B-3	Kosmos	h/o	14aug07	f/n ZIA 20aug07, c/n checked; owned by KapitalAviaInvest; in multi-coloured c/s with outline of a star on tail and fuselage, carried large 'Bank Moskovski Kapital' and small 'Kosmos' titles; i/s sep07; see c/n 1351307; l/n VKO 17may09 as such; f/n VKO 11apr10 with just small Kosmos titles on the nose; l/n VVO 30jun10
	RA-65727(2) RA-65727(2)	Tu-134B-3 Tu-134B-3	Rusjet Tsentrl Yug	VKO VKO	24oct10 16aug13	no titles; l/n as such TOF 19apr12; seen with small titles on the nose VKO 24aug12; l/n GOJ 12jan13
64830	"48" red	Tu-134UBL	Russian Air Force	Rzd	03sep93	small titles on the nose only; offered on the internet by Atlas-Jet for charter, 46 seater; stored at VKO from may14; l/n VKO 03jun15
	"48" blue	Tu-134UBL	Russian Air Force	Kub	13aug06	seen Ryazan-Dyagilevo 18jun99 and Kubinka 03jun01, c/n not checked; l/n Kubinka 08aug02, c/n checked in nose wheel well; 43rd TsBP I PLS/652nd UAP, Dyagilevo AB, Ryazan (had one engine cover of 64121 which is known to be based at Ryazan); l/n Kubinka 28aug04, c/n not checked and again 02mar05 (red lightning bolt)
64845	"30" red	Tu-134UBL	Russian Air Force	ZIA	16aug92	c/n not confirmed; in grey c/s with blue 'lightning bolt', blue engines and Red Star on fin; seen Kubinka 06may10 stored, seen Kubinka aug12/apr13, now stored in a fenced compound (N55.611109 E36.636639) l/n may16, reported to be an exhibit in a new museum
	RF-95950	Tu-134UBL	Russian Air Force	ROV	28may13	c/n checked several times at Zhukovski and Minsk; seen MHP oct95/aug97; l/n as such Ryazan-Dyagilevo 18jun99, c/n not checked; seen Rostov-na-Donu Tsentralny 26may07 with large 'Rossiya' titles; l/n Akhtubinsk sep10, as such; see also c/n 64435 and 03551127
						with large 'GLITs Im. B.P. Chkalova' titles and GLITs badge behind cockpit; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag; l/n CKL may16

Tu-134s with unknown c/ns

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---	RF-66045	Tu-134Sh-1	Russian Air Force	MHP	12sep16	in standard red c/s with Russian Stars on the tail and coded "22" red; l/n Chelyabinsk-Shagol 11feb17
---	"01" red	Tu-134A	Russian Air Force	Kln	04may94	l/n Klin 20aug95; salon aircraft, the personal aircraft of the Commander, in c/s similar to Aeroflot; trf to Chkalovski after unit was disbanded at Klin
---	"02" green	Tu-134A	Russian Air Force	MHP	10jul94	presumably the same aircraft as next line
---	"02" black	Tu-134A	Russian Air Force	MHP	09sep94	with Rossiya titles; see c/n 73550795
---	"02" red	Tu-134Sh-1	Russian Air Force	Akc	14aug96	in standard red c/s
---	"07" blue	Tu-134A	Russian Navy	Kln	1998	converted into a VIP aircraft; code on nose wheel door only and not readable on photo; in basic Aeroflot c/s with Rossiya titles and Russian Navy flag on fuselage, type painted as 'Tu-134A' but has the larger chin radome housing and window configuration as per a Tu-134Sh-1; l/n on TV dec01; this is possibly c/n 73550795 from photo comparisons
---	"08" red	Tu-134UBL	Russian Air Force	Eng	13aug96	had "28" red on the nose wheel door; in grey c/s with red 'lightning-bolt', Red Star on fin; seen Tambov-military (West) before may06, stored; seen 27may07/aug12, code very faded and first digit '2' still visible on the nose wheel door, see c/n 64083
---	"10" red	Tu-134AK	Russian Air Force	RIX	09sep93	in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe; l/n RIX 04jul94
---	"10" red	Tu-134UBL	Russian Air Force	Rzd	28may99	
---	"12" red	Tu-134Sh	Soviet Air Force	SVO	08jul92	in blue c/s with Red star on tail
---	"15" red	Tu-134Sh	Russian Air Force	MHP	05jul95	l/n MHP 09oct95; probably c/n 03551072
---	"15" red	Tu-134UBL	Russian Air Force	Rzd	28may99	
---	"16" red	Tu-134UBL	Russian Air Force	Rzd	03sep93	
---	"16" red	Tu-134UBL	Russian Air Force	Rzd	18jun99	with Russian flag, no Red Star
---	"18" red	Tu-134UBL	Russian Air Force	Tbv	14aug12	in grey c/s with red 'lightning-bolt', Red Star on fin; stored at Tambov-Military (West), l/n Tambov-Military (West) 26aug12
---	"19" red	Tu-134UBL	Russian Air Force	Rzd	28may99	see also "19" red c/n 64805 seen the same date
---	"20" red	Tu-134UBL	Russian Air Force	Rzd	18jun99	
---	"20" red	Tu-134UBL	Russian Air Force	Eng	13aug96	l/n Engels 30jul97
---	"20" red	Tu-134Sh	Russian Air Force	CKL	22aug05	in standard red c/s; probably c/n 03551108
---	"21" red	Tu-134UBL	Russian Air Force	Eng	13aug96	
---	"22" red	Tu-134UBL	Russian Air Force	Eng	30jul97	
---	"23" red	Tu-134UBL	Russian Air Force	Rzd	03sep93	l/n Ryazan-Dyagilevo 28may99; probably c/n 64350
---	"24" red	Tu-134UBL	Russian Air Force	Eng	30jul97	with "28" red on nose
---	"24" red	Tu-134UBL	Russian Air Force	Rzd	28may99	code on nose
---	"25" red	Tu-134UBL	Russian Air Force	Kub	11apr92	
---	"25" red	Tu-134UBL	Russian Air Force	Rzd	28may99	
---	"27" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date, see also c/n 64400 and 64793
---	"27" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date, see also c/n 64400 and 64793
---	"27" red	Tu-134UBL	Russian Air Force	KUF	30apr06	see "27" red with unknown c/ns, c/n 64400 and 64793; red 'lightning bolt' and painted out logo
---	"27" red	Tu-134UBL	Russian Air Force	FRU	08oct03	see "27" red with unknown c/ns, c/n 64400 and 64793
---	"28" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
---	"28" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
---	"28" red	Tu-134UBL	Russian Air Force	SVX	23jun06	in grey c/s with red 'lightning bolt'
---	"30" blue	Tu-134UBL	Russian Air Force	OVb	05jul05	seen again OVb 29aug07; in grey c/s with red 'lightning bolt', Red Star on fin; l/n OVb 15aug08
---	"31" red	Tu-134UBL	Soviet Air Force	ph.	feb92	
---	"31" yellow	Tu-134UBL	Russian Air Force	Uue	25nov06	blue and white c/s with serial on engine cowling
---	"33" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
---	"33" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
---	"34" red	Tu-134UBL	Russian Air Force	Eng	13aug96	seen Tambov-Military (West) 27may06, in grey c/s with red 'lightning-bolt', Red Star on fin, code very faded; l/n Tambov-Military (West) may08/may15, stored
---	"35" red	Tu-134UBL	Russian Air Force	Tbv	29aug07	in grey c/s with red 'lightning-bolt', Red Star on fin; l/n Tambov-Military (West) 14aug12, stored
---	"36" red	Tu-134UBL	Russian Air Force	Rzd	28may99	
---	"38" red	Tu-134UBL	Russian Air Force	Tbv	27may07	
---	"39" red	Tu-134UBL	Russian Air Force	Eng	30jul97	in grey c/s with red 'lightning-bolt', Red Star on fin; l/n Tambov-Military (West) may07/aug12, stored
---	"39" red	Tu-134UBL	Russian Air Force	Tbv	12aug97	same aircraft as above ?
---	"39" red	Tu-134UBL	Russian Air Force	Rzd	28may99	same aircraft as above ?
---	"40" blue	Tu-134UBL	Russian Air Force	photo		probably one of the aircraft to be converted into a Tu-134B-3
---	"40" red	Tu-134UBL	Russian Air Force	Tbv	14aug12	in grey c/s with red 'lightning-bolt', Red Star on fin; l/n Tambov-Military (West) 26aug12/30may15, stored
---	"44" red	Tu-134UBL	Russian Air Force	photo		l/n Engels 30jul97, with "27" red on nose
---	"46" red	Tu-134UBL	Russian Air Force	Tbv	12aug97	same aircraft as below ?
---	"46" red	Tu-134UBL	Russian Air Force	Rzd	28may99	
---	"62" blue	Tu-134Sh-2	Russian Air Force	Chh	2010	l/n Ryazan-Dyagilevo 18jun99; same aircraft as above ?
---	"88" blue	Tu-134Sh-1	Russian Air Force	Chh	sep08	in faded standard red c/s; l/n Chelyabinsk-Shagol 25aug12
---	"101" red	Tu-134AK	Russian Air Force	ROV	11aug99	ex "11" blue; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12
---	"121" black	Tu-134	Russian Air Force	Tbv	27may07	stinger-tail (Balkany); see c/n 63900
---	not known	Tu-134	Russian Air Force	PKC	18jun06	normal nose, tail not visible
---	not known	Tu-134	Russian Air Force	VVO	19jun06	blue cheatline, Russian flag, 'Petrovavlovsk' titles
---	not known	Tu-134UBL	Soviet Air Force	no	reports	blue cheatline, Russian flag, 'Vladivostok' titles based at Tambov

"41" red	Tu-134UBL	Ukraine Air Force	trf	1992	opb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; seen Priluki 03/22may98; declared surplus in 2001 and scrapped at Priluki
---	not known	Tu-134UBL	no	reports	based at Tambov
"45" red	Tu-134UBL	Soviet Air Force	trf	1992	opb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; seen Priluki 03/22may98; declared surplus in 2001 and scrapped at Priluki

Tupolev Tu-142

The final version of the Tu-95 family built was the Tu-142 long-range maritime patrol and ASW aircraft which remained in limited production until the mid-1990s. The first prototype of the Tu-142 made its first flight on 18 June 1968. The first aircraft were put into Soviet Navy service in May 1970, and the Tu-142 was officially commissioned on 14 December 1972. The first 18 aircraft were built at Kuibyshev (now Samara), but production switched to Taganrog after 1972. More than 100 aircraft were built until 1994.

The Tu-142MR (izd. MR) is a specialised version for communication with submerged ballistic missile submarines. The latest ASW version is the Tu-142MZ (not as often stated Tu-142M3 as 3 is the Cyrillic Z; it stands for the "Zarechye" sonar system).

India took delivery of eight Tu-142MK-Es, as such being the sole export customer for any aircraft in the Tu-95/142 family.

There are two construction number systems. The first one (used by factory # 18 as well as by factory # 86) is explained as follows: The first two digits (42) indicate the type, followed by the batch number (2 or 3 digits, respectively) and the number in the batch. The first production batch reportedly consisted of nine aircraft, while the second and third batches, for example, seem to have consisted each of two aircraft only. The second c/n system was only used by factory # 86 and basically repeats the one used for the Beriev flying boats built there before. It gives the year of manufacture, the factory code (60) and the batch number. In the beginning, the last two digits gave the number in the batch, but by 1984 this was replaced by the notorious 'KGB number'.

1 Tu-142 prototype built by MMZ "Opyt" (Factory # 156) at Moscow-Lefortovo in 1968

42 00	not known	Tu-142	Tupolev OKB	f/f	18jun68	from Zhukovskii; first prototype, in Soviet Air Force c/s; 60 flights with 198 hours by 10mar70; completed first stage of trials 29jun70; converted in the early 1970s to, see next line
	not known	Tu-142LL	MAP Ramenskoye			test-bed for jet engines, in Soviet Air Force c/s; used for flight tests of the NK-25, RD36-51A and NK-32 engines; wfu in mid-1980s; stored at Zhukovskii in poor condition

18 Tu-142s built by Factory # 18 at Kuibyshev-Bezymyanka from 1968 to 1972

The construction number seems to show the type (42), followed by the batch number and the number in the batch.

42 0 1	not known	Tu-142	Tupolev OKB	f/f	03sep68	from Kuibyshev; second prototype, in Soviet Air Force c/s; already with longer cabin, but still without all specialist mission equipment; 27 flights by late 1969; seen preserved at Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045) jul08/sep12
42 0 2	not known	Tu-142	Tupolev OKB	f/f	31oct68	third prototype, in Soviet Air Force c/s; with longer cabin and specialist mission equipment
42 1 1	not known	Tu-142	Soviet Navy	mfd	1969	first production aircraft; had a rest compartment for the crew; completed first stage of trials with military unit # 36851 29aug70
42 1 2	not known	Tu-142	Soviet Navy	mfd	1969	
42 1 3	not known	Tu-142	Soviet Navy	mfd	1969	opb 76 oplap dd
42 2 1	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd
42 2 2	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd
42 3 1	not known	Tu-142	Soviet Navy	mfd	1971	"Gagara" search system and ECM suite removed, return to the four-wheel main landing gear of the Tu-95; opb 76 oplap dd
42 3 2	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd 42 3 3 not known Tu-142 Soviet Navy no reports in Gordon/Komissarov book
42 4 1	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd; reportedly trf to Mongokhto in 1979/80
42 4 2	not known	Tu-142M	Soviet Navy	mfd	1972	last Kuibyshev-built Tu-142; served as a pattern aircraft for the production of the modernised version at Taganrog; reportedly a Tu-142 and trf to Mongokhto in 1979/80

More than 80 Tu-142Ms built by TMZ (Factory # 86) at Taganrog-Yuzhny between 1975 and 1994

The first construction number system shows the type (42), followed by the batch number and the number in the batch. The next construction number system is in line with other Taganrog built types and gives the year of manufacture, the factory code (60), the two-digit batch number and the number in the batch. Post 1974, the system was changed to ensure the exact numbers built could not be determined, retaining the year of manufacture digit and factory code (60), followed by the last four digits, the exact meaning is unknown. Again the system was changed in the mid-eighties with c/ns starting '805801', probably followed by the quarter and year of manufacture and then five digits, the exact meaning again is unknown. Known product codes for some versions are Tu-142M (izdeliye VPM), Tu-142MR (izdeliye VPMR) and Tu-142MZ (izdeliye VPMK-Z)

42 4 3	not known	Tu-142MK	Tupolev OKB	f/f	04nov75	from Taganrog; first Taganrog-built Tu-142 and first Tu-142MK prototype, in Soviet Air Force c/s; completed first stage of joint state trials 23oct77; converted in mid-1980s to, see next line as c/n '0432' !; engine test-bed, in Soviet Air Force c/s
42 4 4	"043" black	Tu-142LL	MAP Ramenskoye	ZIA	31aug93	the second Tu-142MK prototype; reportedly a Tu-142 and trf to Mongokhto in 1979/80
42 4 5	not known	Tu-142MK	Soviet Navy	mfd	1975	reportedly trf to Mongokhto in 1979/80
42 5 1	not known	Tu-142	Soviet Navy	no	reports	intermediate version between Tu-142 and Tu-142M; reportedly trf to Mongokhto in 1979/80
42 5 2	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 5 3	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 5 4	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 5 5	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 6 2 ?	not known	Tu-142MP	Soviet Navy	f/f	1976	version with "Atlantida" ASW system; only one aircraft built
42 10 5	not known	Tu-142MK	Soviet Navy	no	reports	converted by TMZ at Taganrog between spring 1978 and sep79 to, see next line
42 10 6	no code	Tu-95MS	Soviet Air Force	f/f	sep79	first prototype of this version
42 10 7	"31" red	Tu-95MS	Soviet Air Force	Mon	09apr91	used as a ground instructional airframe by the "Zhukovskii" Air Force Engineering College at Monino, seen just outside the Russian Air Force museum fence aug12, to be a new exhibit; l/n may16
42 17 2	not known	Tu-142MZ	Soviet Navy	f/f	apr85	first aircraft with "Zarechye" sonar system; underwent factory trials apr85/nov86 and state trials 06aug87/30nov88 (53 flights with 274 hours)
3 60 04 05	"16" red	Tu-142M	Russian Navy	mfd	oct75	late delivery date due to the relocation of the production from Kuibyshev to Taganrog
	"16" red	Tu-142M	Russian Navy	no	reports	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
3 60 05 01	"17" red	Tu-142M	Soviet Navy	mfd	1975 ?	
	"17" red	Tu-142M	Russian Navy	no	reports	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
4 60 05 02	"06" red	Tu-142M	Russian Navy			opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
4 60 06 17	"04" red	Tu-142M	Russian Navy			opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
5 60 06 35	"18" red	Tu-142M	Russian Navy	mfd	1975	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
5 60 08 01	"15" red	Tu-142M	Russian Navy	mfd	1975	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
6 60 09 80	"14" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
6 60 11 01	"01" red	Tu-142M	Russian Navy	mfd	30jun76	opb 310 oplap at Mongokhto-Kamenny Ruchei; 'leader' aircraft (having most hours of any of the type), trf for fatigue trials to Tavia in the mid-1990s and still underwent fatigue trials there by 2005
6 60 13 18	"02" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
6 60 13 32	"08" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
6 60 13 47	"03" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
6 60 13 66	"10" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
7 60 14 01	"05" red	Tu-142M	Russian Navy	mfd	07feb77	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
7 60 15 05	"09" red	Tu-142M	Russian Navy	mfd	1977	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
8 60 18 01	"62" red ?	Tu-142MK	Russian Navy			arrived for overhaul with NARP at Mykolayiv (Ukraine) oct95, but Russia refrained from the overhaul 25dec98 and the aircraft remained with NARP; ownership trf to NARP by a Ukrainian court 04aug09 as a compensation for Russian debts; impounded by Ukrainian customs in 2010; l/n sep12, with tail removed; broken up by apr14
8 60 19 03	"85" black	Tu-142M	Soviet Navy	mfd	1988	composite airframe, made up of the forward fuselage of c/n 8601903 (checked on the plate in the nose wheel well) and the rear fuselage of c/n 8601986 (photo proof of both plates); preserved in the State Aviation Museum at Kiev, still seen dismantled 19apr/10jun06, f/n complete 12aug06, l/n jun15
8 60 19 86	not known	Tu-142M	Soviet Navy	mfd	1988	rear fuselage used to complete the airframe of c/n 8601903 which is preserved in the State Aviation Museum at Kiev, see there
8 60 20 25	"66" black	Tu-142MK	Soviet Navy	mfd	10nov78	

	"66" black	Tu-142MK	Russian Navy	ph.	25aug06	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 11sep01; named 'Ivan Borzov' 17oct08 after a distinguished Soviet Navy bomber pilot of WWII; l/n Fedotovo-Kipelovo 23aug14
9 60 22 80	"71" black "71" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	17sep79 25aug06	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 18dec97; under overhaul with TAVIA at Taganrog-Yuzhny, seen may11/may12
9 60 23 63	"73" black "73" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	19dec79 aug13	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 12nov96
0 60 24 46	"98" black	Tu-142MK	Soviet Navy	mfd	1980	opb 73 oplae at Fedotovo-Kipelovo; fate unknown
1 60 29 04	"87" black	Tu-142MK	Soviet Navy	mfd	25mar81	last overhaul completed 14feb92
1 60 29 46	"87" black "90" black	Tu-142MK Tu-142MK	Russian Navy Soviet Navy	Fed mfd	aug13 27mar81	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo last overhaul completed 27nov91
1 60 29 46	"90" black	Tu-142MK	Russian Navy	ph.	aug12	opb 444 TsBP i PLS at Ostrov-Veretye; stored at Ostrov-Veretye, l/n aug12; possibly scrapped
1 60 29 46	"90" black	Tu-142M	Russian Navy	ph.	aug12	stored at Ostrov
1 60 29 87	"91" black	Tu-142MK	Soviet Navy	ph.	23jun81	last overhaul completed 07apr92
1 60 30 21	"91" black	Tu-142MK	Russian Navy	no	reports	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo
1 60 30 21	"92" black	Tu-142MK	Soviet Navy	mfd	11aug81	last overhaul completed 24jul92
1 60 30 62	"92" black "93" black	Tu-142MK Tu-142MK	Russian Navy Soviet Navy	Fed mfd	aug13 17sep81	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo last overhaul completed 30jul92
2 60 31 87	"94" black "94" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	29mar82 19aug10	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; tender for prolongation of life-time published 01oct08; l/n Fedotovo-Kipelovo aug13
2 60 32 22	"95" black "95" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd ph.	25may82 aug05	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Cherepovets' after a town in northern Russia 23may04; l/n in natural metal c/s Fedotovo-Kipelovo 19aug10; repainted in light grey c/s (but still with Red Stars and without titles) during overhaul; f/n as such Taganrog-Yuzhny apr13; l/n Fedotovo-Kipelovo 23aug14
2 60 33 05	"97" black "97" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd ph.	10oct82 aug05	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 21may93; named 'Vologda' 16oct04 after a town in northern Russia; l/n Fedotovo-Kipelovo 23aug14
3 60 33 88	"50" black "50" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	29mar83 23aug14	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 17dec10; l/n Fedotovo-Kipelovo 23aug14 named 'Fedotovo'
3 60 34 72	"51" black "51" black RF-34059	Tu-142MK Tu-142MK Tu-142MK	Soviet Navy Russian Navy Russian Navy	mfd Fed Tag	31may83 19aug10 12aug16	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo also carried code "51" black; opb 2 AvGr 7050 AvB at Fedotovo-Kipelovo; in light grey c/s with 'VMF Rossii' titles and Russian stars; named 'Yuri Malinin'; h/o 12apr16 after overhaul by TANTK
3 60 35 56	"52" ? not known	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Kke	1983 24aug97	possibly Ukrainian Air Force, in fact; fate unknown
5 60 37 63	"53" black "53" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd no	30sep85 reports	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 12may94
5 60 38 46	"54" black "54" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	30nov85 aug13	looks externally like a Tu-142MZ, but is not equipped with the "Zarechye" complex opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 29oct93
5 60 38 87	"55" black "55" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	29dec85 25aug06	looks externally like a Tu-142MZ, but is not equipped with the "Zarechye" complex opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 03jan94; l/n Fedotovo-Kipelovo aug13
6 60 39 30	"56" black "56" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	18aug86 31aug13	looks externally like a Tu-142MZ, but is not equipped with the "Zarechye" complex opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 06feb95; named 'Alexander Mozhaiski' after a 19th century Russian aviation pioneer; to be overhauled by TANTK until nov15
	RF-34063	Tu-142MK	Russian Navy		photo	with 'VMF Rossii' titles and named 'Alexander Mozhaiski' after a 19th century Russian aviation pioneer, also carried code "56" black
6 60 39 70	"53" red "53" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd mfd	02dec87 26may86	mfd also given as 26may86; converted from a Tu-142M initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; last overhaul completed 14jul04; named 'Vanino' after a town in the Far East; f/n Mongokhto-Kamenny Ruchei 26oct06; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; l/n Mongokhto-Kamenny Ruchei 24oct10; on strength by early 2012
9 60 40 12	not known not known	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd ZIA	04may89 03sep93	fuselage # 42185 fate unknown
9 60 41 33	"54" red "54" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd mfd	15dec89 19sep89	mfd also given as 19sep89 initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; last overhaul completed 28dec06; photo Mongokhto-Kamenny Ruchei 04aug08; '+KTTK-Dalni Vostok' advertising on the nose applied in 2008; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; l/n 2012, active
0 60 41 75	RF-34106 "55" red "55" red	Tu-142MZ Tu-142MZ Tu-142MZ	Russian Navy Soviet Navy Russian Navy	ph. mfd Mok	26jul14 30mar90 01apr09	also carried code "54" red with 'MA VMF Rossii' titles' mfd also given as 05mar90 initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; last overhaul completed 29apr08; w/o 06nov09 on a training flight at night when crashed into the Tatar Strait some 15 km off cape Sadinga on approach to Mongokhto, all 11 crew (commander: Major Vadim Kapkin) killed; as there was an exercise going on in the Vanino district of the Khabarovsk region during the time of the crash there was rumour that the aircraft may have been shot down accidentally
0 60 42 15	"56" red "56" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd VVO	06may90 09apr12	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; f/n Taganrog-Yuzhny 21may11; last overhaul completed 24nov11; photo 2013, location not given
0 60 42 55	RF-34109 "57" red "57" red	Tu-142MZ Tu-142MZ Tu-142MZ	Russian Navy Soviet Navy Russian Navy	ph. mfd VVO	28oct13 08jun90 1995	also carried code "56" red, with 'VMF Rossii' titles; l/n VVO 17jun15
0 60 42 95	"58" red "58" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	30aug90 reports	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
0 60 43 36	"59" red "59" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	02nov90 reports	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; seen undergoing tests with TAVIA at Taganrog-Yuzhny during late 2012
0 60 43 87	RF-34108 no code	Tu-142MZ Tu-142MRTs	Russian Navy Tupolev OKB	ph. mfd	27jul14 1990	active at Vladivostok Navy Day; also carried code "59" red with 'MA VMF Rossii' titles; l/n VVO 13aug14 prototype and sole example of this version (was to replace the Tu-95RTs); the programme was cancelled after a short time as satellites were deemed better suited the target acquisition role, and the prototype was scrapped
1 60 44 40	"60" red "60" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	10mar91 reports	c/n given as 1609440 by one source, but the 9 seems to be an error initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
1 60 44 91	"61" red "61" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd Mok	29jun91 19apr07	mfd also given as 29may91 initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
1 60 45 43	"62" red "62" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	30sep91 reports	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
1 60 45 95	"63" red "63" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd Mok	29nov91 19apr07	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; carried the unit badge behind the cockpit; l/n Mongokhto-Kamenny Ruchei 22jan10; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; to be overhauled by TANTK in 2015
1 60 53 86	"64" red "64" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	27dec91 reports	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
2 60 54 26	no code "65" red	Tu-142MZ Tu-142MZ	Russian Navy Russian Navy	mfd Mok	02oct92 19apr07	already f/n ZIA 16aug92 initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
6 60 96 46	RF-34099	Tu-142MZ	Russian Navy	ph.	27jul14	active at Vladivostok Navy Day; also carried code "65" red with 'VMF Rossii' titles; l/n jul16
7 60 96 86	IN311 IN312	Tu-142MK-E Tu-142MK-E	Indian Navy Indian Navy	mfd mfd	20feb87 1987	d/d 30mar88; opb INAS 312; f/n GOI nov91; left Russia after an overhaul 16jul99; l/n GOI 16mar06 d/d 30mar88; opb INAS 312; f/n GOI 10jun89; seen SHJ nov95 with code 'DAB' for INS Hansa (Dabolim) on fin, c/n checked that date; l/n GOI 29nov99; last overhaul completed dec11 (by Tavia); photo flying near Taganrog with base code 'ARK' (INS Rajali, Arakonam) on tail; l/n BOM 19aug15 d/d 30mar88; opb INAS 312; f/n GOI apr97; seen GOI 07feb05; ferried to Taganrog 21jul09 and still present 19jul10; l/n GOI 10feb15
7 60 97 26	IN313	Tu-142MK-E	Indian Navy	mfd	1987	d/d 13apr88; opb INAS 312; f/n GOI nov91; seen GOI 12feb09; ferried to Taganrog 02sep09; seen GOI 07feb11 with base code 'ARK' (INS Rajali, Arakonam) on tail; l/n Arakonam 11oct14
7 60 97 66	IN314	Tu-142MK-E	Indian Navy	mfd	1987	opb INAS 312; f/n GOI nov91; arrived 10dec99 for overhaul in Russia; l/n GOI jan11
8 60 98 46	IN316	Tu-142MK-E	Indian Navy	d/d	aug88	

8 60 99 25	IN318	Tu-142MK-E	Indian Navy	d/d	oct88	opb INAS 312; f/n GOI nov91; overhauled in Russia 25feb99-27aug99; last overhaul completed by Tavia in 2005; l/n GOI 12feb99
# 4 3 01002	"27" red	Tu-142MR	Russian Navy	mfd	21jun84	full c/n 8058014301002; has got a navigator's compartment ('glass nose'); initially opb 310 oplav and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; f/n in 328 ARZ at Mykolayiv-Kulbakino 18sep96; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 4 4 01005	"11" black	Tu-142MR	Soviet Navy	mfd	25jun85	full c/n 8058014401005; the sole known Tu-142MR with a navigator's compartment ('glass nose') - but not the prototype of this version as that one was built in 1977; was the first Tu-142MR which was ferried to Fedotovo-Kipelovo (in 1985)
	"11" black	Tu-142MR	Russian Navy	Mkk	jul95	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Belozero' 16jul06 after a town in northern Russia; l/n operational Fedotovo-Kipelovo 2009; seen without engines at Fedotovo-Kipelovo 31aug13; reportedly based at Olenya
# 4 4 02007	"18" black	Tu-142MR	Russian Navy	mfd	31may86	full c/n 8058014402007 (but given on the c/n plate as just '80580102007'); initially opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; photo in 328 ARZ at Mykolayiv-Kulbakino 1996; f/n Fedotovo-Kipelovo sep09; later based at Olenya; l/n Fedotovo-Kipelovo 23aug14
# 4 5 02009	"28" red	Tu-142MR	Russian Navy	mfd	29dec85	full c/n 8058014502009; mfd also reported as 29nov85; f/n Mykolayiv-Kulbakino 18sep96 at 328 ARZ; l/n Mykolayiv-Kulbakino 08aug97; 'leader' aircraft (having most hours of any of the type); initially opb 310 oplav and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; photo Mongokhto-Kamenny Ruchei 25feb06; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 4 6 02017	"23" red	Tu-142MR	Russian Navy	mfd	24oct86	full c/n 8058014602017; mfd also reported as 29dec86; initially opb 310 oplav and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; photo Mongokhto-Kamenny Ruchei 04jul05; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 3 7 02019	"14" black	Tu-142MR	Russian Navy	mfd	31aug87	full c/n 8058013702019; photo Taganrog-Yuzhny 21may11; based at Olenya
# 3 7 02021	"15" black	Tu-142MR	Russian Navy	mfd	14oct87	full c/n 8058013702021, line # 02-03; opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Taganrog' 05dec07 after overhaul (the official ceremony took place at Taganrog 24dec07) and returned to its base 26dec07; seen Fedotovo-Kipelovo sep09; later based at Olenya; l/n Fedotovo-Kipelovo 23aug14
# 4 7 02023	"16" black	Tu-142MR	Russian Navy	mfd	30dec87	full c/n 8058014702023, line # 02-04; opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; later based at Olenya
# 3 8 02025	"24" red	Tu-142MR	Russian Navy	mfd	21nov88	full c/n 8058013802025, line # 02-05; initially opb 310 oplav and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; last overhaul completed in 2007; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; f/n Mongokhto-Kamenny Ruchei 25sep10; l/n Mongokhto-Kamenny Ruchei jul15, undergoing heavy maintenance
	RF-34113	Tu-142MR	Russian Navy	PKC	06apr16	also carried code "24" red; opb 7061 AvB at Mongokhto-Kamenny Ruchei; in grey c/s with 'MA VMF Rossii' titles, Russian stars and blue propeller tips; l/n VVO 17jul16
# 4 8 02026	"25" red	Tu-142MR	Russian Navy	mfd	09dec88	full c/n 8058014802026; initially opb 310 oplav and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010; l/n Taganrog-Yuzhny 21may11
# 4 8 02027	"26" red	Tu-142MR	Russian Navy	mfd	02nov88	full c/n 8058014802027; mfd also reported as 30sep91; initially opb 310 oplav and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 4 9 02030	"17" black	Tu-142MR	Russian Navy	mfd	04nov89	full c/n 8058014902030; opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; f/n Fedotovo-Kipelovo 25aug06; named 'Veliki Ustyug' 17oct08 after a town in northern Russia; later based at Olenya; modernised by Tavia at Taganrog-Yuzhny to a Tu-142MRM, seen Taganrog-Yuzhny sep12
	RF-34073	Tu-142MRM	Russian Navy	Fed	23aug14	also carried code "17" red; probably based at Olenya; named 'Veliki Ustyug'; in light grey c/s with 'MA VMF Rossii' titles and Russian Stars; l/n Kubinka may15
# 4 9 02038	"19" black	Tu-142MR	Russian Navy	mfd	23mar90	full c/n 8058014902038 (but given on the c/n plate as just '80580102038'); opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; f/n Fedotovo-Kipelovo sep09; later based at Olenya; l/n Fedotovo-Kipelovo 23aug14
# 4 5 03011	"22" red	Tu-142MR	Soviet Navy	mfd	24apr86	full c/n 8058014503011; mfd also given as 14dec85
	"22" red	Tu-142MR	Russian Navy	Mkk	08aug97	overhauled by 328 ARZ at Mykolayiv-Kulbakino in early 2005 after having been stored there for several years; left for Russia probably 05apr05 (photo on take-off from Mykolayiv-Kulbakino); probably initially opb 444 TsBP i PLS at Ostrov-Veretye, seen there aug06; later opb 3 ae 568 osap at Mongokhto-Kamenny Ruchei; l/n Mongokhto-Kamenny Ruchei 27mar07; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010
# 3 6 03015	"12" black	Tu-142MR	Russian Navy	mfd	27sep86	full c/n 8058013603015; photo Mykolayiv-Kulbakino 14jul05; initially opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Vytegra' 18aug07 after a town in the Vologda region; f/n Fedotovo-Kipelovo 18aug07; l/n Fedotovo-Kipelovo sep09; later based at Olenya
\$\$\$Tu-142s with unknown c/ns						
---	RF-34097	Tu-142MZ	Russian Navy	ph.	dec16	also carried code "63" black
---	RF-34105	Tu-142MZ	Russian Navy	photo		by oct14, in flight; with 'MA VMF Rossii' titles
---	no code	Tu-142MR	Soviet Navy	f/f	jul77	prototype of this version, converted from a production Tu-142MK by MMZ "Opyt" (Factory # 156) mar77/jul77; still with a navigator's compartment ('glass nose') and radar under the nose as opposed to production aircraft; trials started 23mar78; completed joint state trials dec80; was believed to be "11" black, but see c/n 8058014401005 "27" red Tu-142MR Soviet Navy no reports opb 568 osap at Mongokhto-Kamenny Ruchei
---	"29" red	Tu-142MR	Russian Navy	no	reports	experimental aircraft, converted from a Tu-142M; initially opb 310 oplav and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
---	"40" red	Tu-142	Soviet Navy			toc by 76 oplav dd 21mar70; first operational sortie over the Sea of Norway flown 27jul71
---	"41" red	Tu-142	Soviet Navy			toc by 76 oplav dd 25mar70; first operational sortie over the Sea of Norway flown 27jul71
---	".." red	Tu-142M	Soviet Navy	no	reports	opb 310 oplav at Mongokhto-Kamenny Ruchei; crashed 20apr84
---	not known	Tu-142M	Ukraine Air Force			broken up at the Ukrainian Air Force State Aviation Research Centre at Kirovsk 24jul04; the first one of five Ukrainian Tu-142Ms to be scrapped under the "Cooperative Threat Reduction Program"
---	"10" red	Tu-142MZ	Ukraine Air Force	Mkk	1997	black and white photos in 1997 give the code as black rather than red; seen Mykolayiv-Kulbakino 27may02, wfu and in a slightly dismantled state, later scrapped
---	"52" red	Tu-142MZ	Ukraine Air Force	Mkk	1993	photo; l/n Mykolayiv-Kulbakino 30apr99; scrapped in 2005
---	"53" red	Tu-142MZ	Ukraine Air Force	Mkk	1993	photo, with Red star on tail painted out; l/n Mykolayiv-Kulbakino 30apr99; scrapped in 2005
---	"86" black	Tu-142M	Ukraine Air Force	Mkk	1993	photo, previously OPLAE 33 BCP; l/n Mykolayiv-Kulbakino 30apr99; scrapped in 2005
---	IN315	Tu-142MK-E	Indian Navy	d/d	16apr88	opb INAS 312; reportedly refitted with Israeli Elta EL/M-2022A instead of 'Korshun' by early 2004
---	IN317	Tu-142MK-E	Indian Navy	d/d	sep88 ?	opb INAS 312; f/n GOI nov91; last overhaul completed 06aug14; l/n Arakonam 08oct14

Tupolev Tu-144

The Tu-144 was the first supersonic airliner of the world (it took off on 31 December 1968, two months before the "Concorde"), but its regular airline service lasted only for seven months. This was largely due to in-fighting between the Ministry of Civil Aviation (MGA) and the Ministry of Aviation Industry (MAP). During the years of "stagnation", when most officials were more interested in their personal well-being than in achieving any other goals, introducing a completely new kind of aircraft into airline service, which required a lot of work and responsibility, was not in the real interest of the MGA bureaucracy.

Design and production of the Tu-144 were ordered by a decree of the Central Committee of the Communist Party of the Soviet Union and the Council of Ministers of the USSR issued on 16 July 1963. The airliner made its first Western appearance at the June 1971 Paris Air Show; and two years later, on 3 June 1973, an early production aircraft was destroyed while flying at the Paris Show, dealing a devastating blow to the Soviet aviation industry and the country's prestige.

Production did continue, however, at Voronezh, and the Tu-144 entered service with Aeroflot on freight flights to Alma-Ata (now Almaty) on 26 December 1975. Limited internal passenger services began on 1 November 1977 from Moscow to Alma-Ata. Because of the emergency landing of CCCP-77111 on 28 May 1978 regular flights were halted two days later after only 102 passenger flights. This measure was supposed to be provisional, but turned out to be for good.

Apart from technical problems (mainly with the engines, the early Kuznetsov NK-144A as well as the later Kolesov RD-36-51A) the Tu-144 suffered from lack of a viable economic concept: Tickets were sold for 68 rubles (as opposed to 48 rubles for a flight on a subsonic aircraft), at that time the equivalent of approximately 35 US Dollars, or half an average workman's monthly salary. There were no well-to-do business people and celebrities in the Soviet Union who would have been able to afford prices similar to that of a "Concorde" ticket, and thus the supersonic service operated with a loss. Series production was stopped on 27 January 1982 by a decree of the Minister of Aviation Industry, and the programme was officially cancelled on 1 June 1983 by a decree of the Soviet government. The remaining aircraft were to be used for tests and research.

The Tu-144 got a new lease of life when NASA decided to use it as a flying test-bed for the "High Speed Research Program". For this purpose, CCCP-77114 was put into rework in the Tupolev facility at Zhukovskiy for fitting Kuznetsov NK-321 engines and new avionics. Also all sorts of measuring equipment was installed. As usual, the programme saw delays, but finally RA-77114 made its second "maiden flight" on 29 November 1996. The tests ended in February 1998, and the aircraft has reportedly been sold to a Texan businessman in 2001. So it should not be expected that any Tu-144 will ever become airborne again.

Data has been taken from various Russian sources; the construction numbers for the static test frames have been copied from an article in the Polish magazine "Skrzydłata Polska", but have not been confirmed otherwise. The line numbers are to be found on all three wheel studs; additionally line numbers 04 2, 06 1 and 08 2 have also physically been checked by the authors. The manufacturing date given is the date the aircraft was completed.

The c/n is sometimes prefixed by 10, being the product code (izdeliye 10), followed by the batch number and the number in the batch.

4 prototypes built by factory # 156 at Moscow-Lefortovo (MMZ "Opyt") and its outlet at Zhukovskiy

00 00	CCCP-68001	Tu-144	Tupolev, AFL c/s	mfd	09oct68	prototype; construction started in 1965; transported to Zhukovskiy in early 1968; f/f 31dec68; first official presentation SVO 20may69; first M=2 flight 25may70; Western debut at LBG 29may71 (with exhibition number "826"); seen HAJ aor72; last flight 27apr73; t/t 180 hours (about 50 hours supersonic) and more than 120 cycles; scrapped at Zhukovskiy mar85
01 1	CCCP-77101	Tu-144S	Tupolev, AFL c/s	f/f	01jul71	pre-production aircraft; construction started in 1968, completed in early 1971; started joint state trials 06aug71, first official presentation 20sep72; t/t 338 hours, 41 hours supersonic, 231 cycles; was also used as a flying test-bed for the Tu-160; broken up

01 3 ? --	Tu-144	Tupolev OKB				static test airframe similar to the first prototype, used for pressurisation tests; construction started in 1965; either this one or c/n 01-4 was destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of the assumed load !)
01 4 ? --	Tu-144S	Tupolev OKB				static test airframe similar to the pre-production aircraft, used for pressurisation tests

16 series-production aircraft built by factory # 64 at Voronezh between 1972 and 1981

01 2	CCCP-77102	Tu-144S	Tupolev, AFL c/s	f/f	29mar72	first series-production aircraft; seen LBG 01jun73 with exhibition number '451'; w/o 03jun73 on a demonstration flight during the Paris Air Show when suddenly entered a steep dive for unknown reasons, when the crew recovered from the dive, g reached 4.5 and the left canard broke off, hitting the left wing and damaging a wing fuel tank, the aircraft entered a left spiral, broke up in mid-air and came down in flames at Goussainville 6,500 metres beyond the runway threshold, destroying 5 houses and damaging a further 20, all 6 crew and 8 persons on the ground killed plus 25 persons on the ground injured
02 1	CCCP-77103	Tu-144S	Tupolev, AFL c/s	phot	o jun73	f/f 13dec73; t/t 313 hours, 59 hours supersonic, 250 cycles; broken up in 1990s
02 2	CCCP-77104	Tu-144S	primer	f/f	16jun74	photo 1975
	CCCP-77144	Tu-144S	MAP LII Zhukovski	LBG	03jun75	registration changed to symbolise the type; carried exhibition number '361' for the Paris Air Show; t/t 432 hours (94 hours supersonic) and 265 cycles; scrapped in 1990s
03 1	CCCP-77105	Tu-144D	MAP LII Zhukovski	mfd	1973	converted from Tu-144S while under construction, the first aircraft with RD-36-51A engines; in Aeroflot c/s; f/f 30nov74; was dumped at the radio test range at Zhukovski, seen aug92/sep93; scrapped probably in 1994, gone by aug95
10 04 1	CCCP-77106	Tu-144S	MAP LII Zhukovski	mfd	1974	in Aeroflot c/s; f/f 04mar75; underwent trials oct75/feb80 (first technical flight MOW-ALA 26dec75); last flight 29feb80 (to Monino); t/t 582 hours 36 minutes and 320 cycles; trf to the Russian Air Force museum at Monino (N55.831899 E38.183008) 04mar80 and preserved there since, l/n jan17
04 2	CCCP-77108	Tu-144S	Tupolev, AFL c/s	f/f	20aug75	flight tests 1976-81; f/n SVO 29aug81; to Kuibyshev (now Samara) Aviation Institute (N53.240178 E50.364077) 27aug87, f/n jun90; l/n aug16
05 1	CCCP-77107	Tu-144S	Tupolev, AFL c/s	f/f	12dec75	with test equipment instead of passenger cabin; underwent joint state trials in 1977
	CCCP-77107	Tu-144S	Kazan Avn Inst.	trf	29mar85	last flight 30aug85 (to Kazan-Borisoglebskoye); t/t some 1,200 hours; preserved near building 6 of the Kazan State Technical University (KGTU) at Kazan (N55.854624 E49.098533), seen aug01/dec16
10 05 2	CCCP-77109	Tu-144S	MAP LII Zhukovski	f/f	29apr76	in Aeroflot c/s; rgd 31oct77; the first Tu-144 on passenger service (Flight SU499 DME-ALA 01nov77), but never belonged to Aeroflot; trf to the SibNIA institute at Novosibirsk in spring 1980, as the Tu-144 programme was closed down no static or fatigue trials were conducted, but the fuselage was pressurised to destruction; canx 20mar81
05 3	--	Tu-144S	natural metal			dynamic test airframe (fuselage without nose and tail only) for fatigue trials at the SibNIA; was flown to Novosibirsk by an An-22 (according to other but unconfirmed reports by Tu-95V c/n 5800302) in the 1970s; destroyed during fatigue trials in 1976 or 1977; the remains which were at the SibNIA backyard in the mid-1980s could have been from this airframe or from CCP-77109
10 06 1	CCCP-77110	Tu-144S	MAP LII Zhukovski	f/f	14feb77	c/n checked, but in Soviet register as 10062 !; f/n LBG 04jun77 with exhibition number '345'; rgd only 31oct77; used on passenger service (MOW-ALA) but never belonged to Aeroflot; wfu 1981; was reportedly to be sold to the military for conversion to a jamming aircraft, but nothing came of this; canx 14feb84; last flight 01jun84 (to Ulyanovsk-Tsentralny); t/t 314 hours and 212 cycles; handed over to the future Museum of Civil Aviation at Ulyanovsk 01jun84 and displayed in the exhibition (N54.290774 E48.235568) from 1990, l/n feb17
10 06 2	CCCP-77111	Tu-144D	MAP Voronezhski AZ	mfd	18apr78	the first series-production Tu-144D; in Aeroflot c/s; ferried for tests to Zhukovski 27apr78; t/t 9 hours 02 minutes and 5 cycles by 22may78; w/o 23may78 on a test flight from Zhukovski when developed an internal fuel leak which caused a rapidly progressing in-flight fire, the cockpit filled with black smoke and all 4 engines failed successively so that the crew opted for a forced landing wheels-up in a field near Kladkovo (at N55°23'41" E38°51'38" in the Yegoryevsk district of the Moscow region), the aircraft hit some 70-100 trees on finals, broke up while sliding over the field and was destroyed by the fire, 2 of the 5 test engineers killed and 2, plus all 3 crew, injured
10 07 1	CCCP-77112	Tu-144D	MAP LII Zhukovski	mfd	19jan79	first reported ALA 05oct81 in incident report (a false fire warning necessitated a precautionary landing), used call-sign CCP-77339 this date !; f/n ZIA 16aug92; belonged to the LII until 1995; l/n ZIA 24aug99, derelict; transported by barge via Baltic Sea, North Sea, Rhine and Neckar to Sinsheim, arrived 08nov00; preserved at Auto & Technik Museum Sinsheim since 26mar01, l/n may16
08 1	CCCP-77113	Tu-144D	Tupolev, AFL c/s	f/f	02oct79	made an emergency landing at Engels 31aug80 after destruction of an engine in-flight; f/n ZIA 16aug92; was still in use by the LII as a flying laboratory for ozone research in 1993; l/n ZIA 24aug95; cannibalised for RA-77114; broken up in 2001
10 08 2	CCCP-77114	Tu-144D	Tupolev, AFL c/s	f/f	13apr81	set several world records 13/20jul83; equipped for radiation research in the upper atmosphere in 1986 and conducted several such flights in 1987/88; last flight 27feb90; f/n ZIA 16aug92; l/n ZIA 24aug95; converted in 1995/96 by Tupolev to, see next line
	RA-77114	Tu-144LL	Tupolev/NASA	r/o	17mar96	named 'Moskva' and carried additional American flag; fitted with NK-321 engines; f/f 29nov96; made 32 flights under the NASA 'High Speed Research Program', last flight 11feb98; t/t 432 hours; was reportedly sold to a Texan businessman for \$ 11 million via an Internet auction 20jun01, but still present Zhukovski (N55.569477 E38.155755) aug04/aug12
09 1	CCCP-77115	Tu-144D	MAP LII Zhukovski	mfd	1981	f/f 04oct84; t/t 38 hours 34 minutes; f/n ZIA 16aug92, wfu; technical condition checked for the last time 05jul99 (could still have been restored to flying condition by then); freshly painted up in summer 2007; sits at Zhukovski (N55.571408 E38.152335), l/n aug15; will become part of a permanent exhibition at Zhukovski
09 2	CCCP-77116	Tu-144D	Tupolev, AFL c/s			aircraft not completed; remained at the Voronezh factory airfield; reportedly still present by 2006

Tupolev Tu-154

Alongside the Tu-134, the Tu-154 has been the workhorse for Aeroflot since entering service on the Moscow-Mineralnye Vody route on 9 February 1972. Similar in size to the Boeing 727, it made its first flight October 1968 and first appeared at the Paris Air Show the following year. First exports were made to Bulgaria in May 1972, and since then the type has seen service throughout Eastern Europe as well as in Cuba, China, Iran, Mongolia, North Korea, Egypt, Syria, Afghanistan, Guyana, Nicaragua and Yemen. Like the Tu-134, the Tu-154 has been taken on by new airlines emerging from the break-up of the Soviet Union in the beginning of the 1990s.

In total, 606 straight Tu-154 and Tu-154B aircraft, of which many are scrapped or wfu by now, were completed before production of the modernised, Tu-154M with new engines began in 1982. Production of all versions was at factory # 18 at Kuibyshev (now named Samara), where in total 320 Tu-154Ms where produced by early 2002. Several dozen Tu-154Ms are already known to have been wfu whilst some ten aircraft, completed more or less in 1994/1995, remain unsold at the factory.

By February 2002 an official statement from "Aviakor" in Samara by a manager from their Moscow representation, Vladimir Odintsov, stated that the production of the Tu-154M is coming to an end. Parts of the tooling have already been removed from the production buildings. In 2000, four Tu-154Ms had been sold and in 2001 only two (among them c/n 1020 which was completed several years ago).

Whereas two years ago, there were 13-14 aircraft in various stages of completion at the factory, now only about 8 of them remain. The price tag for a Tu-154M (equipped in a way that it will be able to fly into the EU until 2006) was \$ 8 million by this date.

In Iran the Tu-154 now plays a key role in civil aviation. Of interest are some big projects there. There is a line-maintenance station already working in Mashad and another one is being considered on Kish Island. The Iranians have completed a huge air-conditioned hangar at Mashad and want the Vnukovo Rework Plant to send equipment and technical staff to work there. There were rumours of Iranian plans to purchase some new Tu-154s from Aviakor at the end of the 1990s, but Aviakor could not proceed with the order.

The construction number of all Aeroflot's original Tu-154s coincides with the 'last three' of the registration. The prototype and the ten pre-production series are known to have c/ns 67-KH1 and 69M001 to 70M010. This has been confirmed from sightings of aircraft at the Samara Research Institute and Kiev's Institute of Civil Aviation. In addition, early photographs of the production line show an aircraft registered CCP-85703 which is believed to have become CCP-85003. All production aircraft c/ns have, before the line number, the year of manufacture, for example CCP-85012, full c/n is 71A012. However, on the CoFA the year is normally not given.

The c/n is found on every panel in the cargo bays. These panels have their own sequence number plus the aircraft c/n, for example 1 411, 2 411, 3 411. If no internal access is possible, all main undercarriage wheel doors carry a small 1 x 2 cm plate with the c/n. These plates might, sometimes, be hard to read. In addition, both main undercarriage wheel studs have the c/n stencilled on followed by the Cyrillic letter L or P. The two characters stand for 'leviy' and 'praviy', the Russian words for left and right.

Tu-154 prototypes and pre-production aircraft

67-KH1	CCCP-85000	Tu-154	Tupolev OKB	ph.	24apr68	at MMZ "Opyt"; f/f 03oct68 from Zhukovski; in Aeroflot c/s; f/n LBG 28may69/05jun69 with exhibition number '828'; reported stored at MMZ "Opyt" and reported broken up in 1998
69M001	CCCP-85701(1)	Tu-154	Tupolev OKB	r/r	1969	photograph available early 1970s, see c/n 91A876
	CCCP-85001(1)	Tu-154	Tupolev OKB	r/r	1969	photo 1969; in Aeroflot c/s; test aircraft; mfd jun70
	CCCP-85001(1)	Tu-154	AFL/GosNII GA	toc	04jun71	rgd 19jan73; soc 30nov74 as worn out; l/n SVO 01sep81, wfu; reported broken up; see c/n 89A820
69M002	CCCP-85702(1)	Tu-154	Tupolev OKB	r/r	1969	see c/n 91A877
	CCCP-85002	Tu-154	Tupolev OKB	r/r	1969	in Aeroflot c/s; test aircraft, fitted with a spin recovery parachute in a fairing at the base of the fin; f/n SXF 26jan73; l/n VKO 18sep85; reported broken up
69M003	CCCP-85703(1)	Tu-154	Tupolev OKB	photo	1969	taken on the production line at Kuibyshev; see c/n 91A878
	CCCP-85003	Tu-154	Tupolev OKB	r/r	1969	in Aeroflot c/s; test aircraft; undertook extensive tests for the To-154B programme in 1975; f/n 26apr93 at the Samara Aviation Institute (N53.241113 E50.363844), retains the original rounded APU; seen jun04/oct14; c/n checked
69M004	CCCP-85704(1)	Tu-154	Tupolev OKB	r/r	1969	see c/n 91A879
	CCCP-85004	Tu-154	Tupolev OKB	r/r	1969	reported used for static tests at Zhukovski
70M005	CCCP-85005	Tu-154	AFL/GosNII GA	mfd	1970	in Aeroflot c/s; toc 05jan71; was a testbed for a modified navigation suite; f/n VKO 16apr72; trf to MAP 22nov76 based on decree dated 02jun76; displayed at the Economic Achievements Exhibition (VDNKh) in Moscow since oct76, retained the original rounded APU; broken up 13sep08

70M006	CCCP-85006 CCCP-85006 CCCP-85006 CCCP-85006	Tu-154 Tu-154 Tu-154 Tu-154	AFL/Moscow-VKO Aeroflot/USHVLP AFL/Moscow-VKO LII GA	mfd trf trf trf	jun70 24apr72 22oct73 16may80	f/n SVO 12aug70; toc 18dec70; arrived for trials at VKO 25dec70 Ulyanovsk Advanced Flying Training College; rgd 01jun72; f/n SXF 19aug72 later upgraded with modified APU jetpipe and shorter wing boundary layer fences f/n sep81; soc 18mar83 as worn out; after a mercury spill in the cargo compartment, used as ground instructional airframe by the SVO technical school; l/n jul04; broken up at SVO toc 07dec70; arrived for trials at VKO 25dec70; f/n VKO 03jun71; rgd 16may73; converted to Tu-154B, see next line; see c/n 88A777
70M007	CCCP-85007(1)	Tu-154	AFL/Moscow-VKO	mfd	17aug70	used at Vnukovo as the Tu-154B flying test-bed for developing maintenance programmes; seen MCX 24aug87; l/n VKO 13apr92
	CCCP-85007(1)	Tu-154B	AFL/Moscow-VKO	rgd	15jan81	soc 04may94 as life-time expired; canx 30may94; l/n VKO 01jul95, wfu; broken up toc 10dec70; arrived for trials at VKO 25dec70
70M008	RA-85007(1) CCCP-85008 CCCP-85008 CCCP-85008 CCCP-85008 CCCP-85008 85008 85008	Tu-154B Tu-154 Tu-154 Tu-154 Tu-154 Tu-154 Tu-154 Tu-154	Aeroflot AFL/Moscow-VKO AFL/International AFL/Moscow-VKO Aeroflot/USHVLP AFL/Ukraine AGL/Ulyanovsk HFS Aeroflot ex-Aeroflot c/s	VKO mfd trf trf trf trf trf Mkk Mkk	21mar93 nov70 03jun71 25jul73 30jul74 01jun90 unknown 18sep96 27may02	rgd 26jul73 Ulyanovsk Advanced Flying Training College; f/n RIX 05sep81 on charge as of 01jul90; soc 16dec91 as to Ukraine l/n Mykolayiv-Kulbakino 08may98; seen Mykolayiv-Kulbakino 30apr99, titles not reported with white tail, no titles; still visible on GE in 2004; broken up toc 08jan71; f/n VKO 06apr72; rgd 01jun72; later upgraded with modified APU jetpipe and shorter wing boundary layer fences; trf to the Kiev Institute of Civil Aviation 02jun80, (MGA document gives trf date as 18jul80); soc 16aug82 as worn out; l/n may99 used as ground instructional airframe by the National Aviation University (new name from 2000) with Ukrainian flag on the fin, seen may03/jun15 toc 12feb71; photo jun71; rgd 27apr73
70M009	CCCP-85009	Tu-154	AFL/Moscow-VKO	mfd	dec70	Ulyanovsk Advanced Flying Training College; soc 11jul75, damaged in flight and made a rough landing; used as a ground instructional airframe by the Yegoryevsk technical school (N55.380901 E39.007140), retains the original rounded APU, seen may94/feb15
	UR-85009	Tu-154	ex-Aeroflot c/s		30may02	
70M010	CCCP-85010 CCCP-85010	Tu-154 Tu-154	AFL/Moscow-VKO Aeroflot/USHVLP	mfd trf	jan71 25oct73	

Tu-154 production aircraft

71A011	CCCP-85011 CCCP-85011 CCCP-85011 CCCP-85011 CCCP-85011	Tu-154 Tu-154 Tu-154 Tu-154 Tu-154	AFL/Moscow-VKO AFL/International AFL/GosNII GA AFL/Moscow-VKO AFL/Urals-SVX	mfd trf trf trf trf	may71 23sep71 13sep72 12mar74 05aug75	toc 15may71; c/n given in MGA document as 70A011 rgd 03apr74 f/n DME 27aug75; photo AER 1977; upgraded with modified APU jetpipe and shorter wing boundary layer fences; soc 23jun81 as worn out; used as a ground instructional airframe by the Yegoryevsk technical School (N55.380113 E39.007739), seen may94/feb15 in MGA document as 15may72; f/n SVO 25may71; seen LBG 05jun71 with exhibition number '827'; seen LBG 31may73 with exhibition number '452'; trf 10jul75 to the Irkutsk Technical Aviation School (IATU GA) and used as a ground instructional airframe at Irkutsk; soc 24dec75 as could no longer be used; photo 1982; f/n jul92; still with the old wavy Soviet flag and exhibition number '452', retained the original rounded APU; broken up in 1996; l/n apr97, fuselage only toc 05feb72; f/n SXF mar72; rgd 01jun72; see c/n 90A840 Ulyanovsk Advanced Flying Training College; converted to Tu-154B, date unknown; f/n DME 12apr91, as such opb Ulyanovsk HFS; soc 30apr99 as life-time expired; canx 21jun99; l/n ULY 17aug99; broken up toc 05feb72; rgd 09jun72; f/n VKO 04oct72 upgraded in 1976, with modified APU jetpipe etc; soc 13aug80 due to its poor technical condition; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield, f/n jul92; broken up jul01 (photo proof), remains l/n jul04 toc 05feb72; rgd 01jun72
71A012	CCCP-85012	Tu-154	AFL/Moscow	toc	15may71	upgraded in 1976, with modified APU jetpipe etc; soc 13aug80 due to its poor technical condition; present at the Omsk Aviation Technical School (N54.956856 E73.327627) since at least jul02 according to GE image; seen sep11/may16, with small RA- prefix and Russian flag on the tail toc 05feb72; first flight with passengers VKO-MRV 09feb72; rgd 01jun72; see c/n 90A844 Ulyanovsk Advanced Flying Training College; on charge as of 01jul73; converted to Tu-154B, date unknown; f/n ULY 09sep92 as such, with Russian flag on the tail; l/n ULY 10sep93 in Aeroflot c/s and titles; l/n ULY 17aug99; soc 30apr99 as life-time expired; canx 21jun99; stored ULY; broken up; see c/n 90A844 toc 20apr72; rgd 01jun72; photo exists VKO soc 20may83 for fatigue tests; tested to destruction by the SibNIA institute toc 22mar72; f/n VKO 04apr72; rgd 01jun72; photo MRV 1973; see c/n 90A852 converted to Tu-154B-1, date unknown in Aeroflot c/s and titles soc and canx 01mar95 as life-time expired; seen Kazan-Osnovnoi 26nov97, partly broken up; scrapped there 18aug98 toc 21mar72; rgd 01jun72; f/n VKO 02oct72; see c/n 05A1019 converted to Tu-154B; later converted to Tu-154S, see next line rgd 11may84; f/n KHV 1985; l/n SXF 1986
71A013	CCCP-85013(1) CCCP-85013(1)	Tu-154 Tu-154	AFL/Moscow-VKO Aeroflot/USHVLP	mfd trf	dec71 09dec72	carried additional 'Transaero' titles since 1993; f/n SVO 27aug93; wfu 01oct94; soc and canx 27dec94 as life-time expired; partially dismantled feb95; used as a shed by the KHV maintenance base, still carrying 'Transaero' titles, l/n oct05; broken up toc 25may72; rgd 09jun72 retained the original rounded APU; suffered structural damage 06aug74 on landing at Vnukovo when the flaps deployed asymmetrically and the aircraft came down very hard; f/n VKO 27aug75; the aircraft was repaired, but was not permitted to enter service again; ferried to IEV for use as a ground instructional airframe by the Kiev Institute of Civil Engineering (KIIGA); soc 28feb76 as life-time expired; seen with the KIIGA aug93/aug02, titles painted out at some stage; subsequently preserved in the State Aviation Museum (N50.406546 E30.460777) at Kiev which opened 30sep03, seen oct03/mar16 rgd 08aug72; toc 14aug72; f/n SXF 22aug72 converted to Tu-154B-1, date unknown l/n VKO 16jul93 with the 'h' in the titles on the starboard side; l/n FRU 11may98; not in 1999 fleet list; broken up toc 25nov72; f/n SVO 30nov72; rgd 14dec72
71A014	RA-85013(1) CCCP-85014 CCCP-85014	Tu-154B Tu-154 Tu-154	Aeroflot AFL/Moscow-VKO AFL/Urals	ULY mfd trf	31aug93 jan72 20oct75	photo ZRH 11nov74 Ulyanovsk Advanced Flying Training College; trf 26jul78 to MAP for fatigue tests; tested to partial destruction by the SibNIA institute at Novosibirsk; at least the rear fuselage seen in damaged condition, mar01/apr04 toc 06oct72; rgd 30oct72; f/n SXF 08oct72; w/o 19feb73 on a flight from Moscow to Prague when dropped below the glide path on finals to Ruzyně after passing the inner marker, hit the ground near a motorway 467 metres before the runway threshold and broke up, the fuselage came to rest upside down 50 metres before the runway threshold and burnt out, 4 of the 13 crew and 62 of the 87 passengers killed plus 3 crew and 15 passengers seriously injured, owing to the high degree of destruction and the total disintegration of the aircraft in the crash and the ensuing fire it was not possible to establish the precise cause of the accident, the influence of unexpected atmospheric turbulence during the aircraft's final approach cannot be entirely ruled out; t/t 459 hours and 261 cycles; soc 10may73 toc 01sep72; rgd 15sep72; f/n SXF 16sep72
71A015	CCCP-85015 CCCP-85015	Tu-154 Tu-154	AFL/Moscow-VKO AFL/Urals	mfd trf	dec71 08jul75	trf to MAP, see next line based on a decree dated 09feb78; became Tu-154LL electronics and control systems test-bed (control configured vehicle) for Buran space shuttle; f/n ZIA 11aug92, Tu-154B painted on the nose; l/n ZIA 24aug95; reported broken up 1997 toc 19sep72; rgd 25sep72; f/n MXP oct75; converted to Tu-154B, see next line
71A016	CCCP-85016(1) CCCP-85016(1)	Tu-154 Tu-154	AFL/Moscow-VKO Aeroflot/USHVLP	mfd trf	dec71 unknown	on charge as of 01jan92; f/n ULY 09sep92, in Aeroflot c/s and titles; soc 23jul93 as life-time expired; canx 15dec96; l/n ULY 17aug99; broken up f/n MAN 05aug72; seen 1974 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; converted to Tu-154A; photo sep80, painted as such; converted to Tu-154B; f/n ORY 20jul82, painted as such; l/n SOF 07jan98, wfu; broken up, forward section in use as a cabin trainer in a building north side of SOF, l/n 24apr06, as such f/n MAN 08jul72; seen LHR 25may74 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; l/n LHR 29aug77, painted as just Tu-154 no titles; returned to Balkan l/n LHR 28jan78; crashed 23mar78 at 22,5 km NE of Damascus, Syria, t/t 7.800 hours toc 08oct72; rgd 30oct72; f/n VKO 27aug75; converted to Tu-154B, date unknown; f/n PRG 03jun89, as such; l/n VKO 16aug92 seen VKO jul94, derelict; soc 03may95 and canx 04may95 as life-time expired; l/n VKO apr97; broken up toc 20oct72; rgd 27nov72; converted to Tu-154B, date unknown; w/o 13jun81 on a flight from Moscow to Bratsk when veered off the wet runway during the landing run with reverse thrust deployed and the fuselage broke in two, 3 of the 111 passengers injured; soc 14aug81
71A017	CCCP-85017	Tu-154	AFL/Moscow-VKO	mfd	apr72	
71A018	CCCP-85018(1) CCCP-85018(1) CCCP-85018(1) RA-85018(1)	Tu-154 Tu-154 Tu-154B-1 Tu-154B-1	AFL/GosNII GA AFL/Moscow-VKO AFL/Privolzhsk Avialii.Tatarstana Avialii.Tatarstana	mfd trf trf KZN	22mar82 feb72 19may76 01may92 14jul94	
71A019	CCCP-85019(1) CCCP-85019(1) CCCP-85019(1) RA-85019(1) RA-85019(1)	Tu-154 Tu-154 Tu-154S Tu-154S Tu-154S	AFL/Moscow-VKO AFL/Privolzhsk-KUF AFL/Far East-KHV Aeroflot Dalavia	mfd trf trf KHV trf	jan72 18sep75 21mar84 24may93 01jun93	
71A020	CCCP-85020 CCCP-85020	Tu-154 Tu-154	AFL/International AFL/Moscow-VKO	mfd trf	may72 18jul73	
71A021	CCCP-85021 CCCP-85021 CCCP-85021 EX-85021	Tu-154 Tu-154 Tu-154B-1 Tu-154B-1	AFL/International AFL/East Siberia AFL/Kyrgyzstan Kyrgyzstan AI	mfd trf trf FRU	jul72 21aug75 17may88 09may95	
71A022	CCCP-85022 CCCP-85022 CCCP-85022 CCCP-85022	Tu-154 Tu-154 Tu-154 Tu-154	AFL/International AFL/Ukraine AFL/International Aeroflot/USHVLP	mfd trf trf trf	nov72 09aug74 04oct74 14mar75	
72A023	CCCP-85023	Tu-154	AFL/International	mfd	sep72	
72A024	CCCP-85024 CCCP-85024 CCCP-85024 CCCP-85024	Tu-154 Tu-154 Tu-154 Tu-154B	AFL/International AFL/East Siberia AFL/GosNII GA MAP LII Zhukovskii	mfd trf trf trf	aug72 01jul75 sep81 19apr82	
72A025	CCCP-85025 CCCP-85025 CCCP-85025 CCCP-85025	Tu-154 Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Ukraine Ulyanovsk HFS	mfd rgd trf trf	sep72 19jul79 26jan87 unknown	
72A026	LZ-BTA	Tu-154	Balkan	d/d	may72	
72A027	LZ-BTB	Tu-154	Balkan	d/d	may72	
72A028	LZ-BTB CCCP-85028	Tu-154 Tu-154	Libyan Arab c/s Balkan AFL/Moscow-VKO	JED LHR mfd	06nov77 16jan78 sep72	
72A029	RA-85028 CCCP-85029	Tu-154B Tu-154	Aeroflot AFL/Moscow-VKO	VKO mfd	05jul93 sep72	

72A030	CCCP-85030	Tu-154	AFL/Moscow-VKO	mfd	dec72	toc 30dec72; f/n LBG 27dec72; rgd 22jan73; dbr 07may73 on a training flight from Moscow-Vnukovo, control of the spoilers failed so that the aircraft took off with the inner spoilers deployed, this resulted in severe vibrations after take-off with engines No. 1 and 3 losing power, the crew elected to make a straight ahead forced landing in a forest, no casualties; soc and canx 18jul73
72A031	CCCP-85031(1) CCCP-85031(1) CCCP-85031(1) RA-85031(1) RA-85031(1)	Tu-154 Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Far East-KHV Aeroflot Dalavia	mfd rgd trf KHV trf	24nov72 04dec79 12mar87 28may93 01jun93	toc 03jan73; rgd 22jan73; f/n LED 11aug75; converted to Tu-154B, see next line; see c/n 87A751
72A032	CCCP-85032	Tu-154	MAP LII Zhukovski	mfd	12jun73	wfu in early 1995; l/n KHV 11may95; soc by jan96; used as a ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.264038 E104.36406) since apr95 (official trf date ?, see l/n above), seen jun01 as such, l/n apr14/feb17, still with Aeroflot titles
72A033	CCCP-85033	Tu-154	AFL/Moscow-VKO	mfd	dec72	test and development aircraft for verifying new features of the Tu-154 programme; rgd 15may79; f/n LBG 07jun79 in Aeroflot c/s; was seen preserved outside Zhukovski 16aug92/15may93 in a position previously occupied by Tu-104A CCCP-42396; scrapped after set on fire and damaged by vandals jun93, remains only seen 03jul93
72A034	RA-85033 RA-85033 CCCP-85034 CCCP-85034 RA-85034	Tu-154B Tu-154 Tu-154 Tu-154B-1 Tu-154	Aeroflot Vnukovo Airlines AFL/International AFL/Privolzhsk-KUF Aeroflot	SVO trf mfd trf KUF	04jul93 30aug94 dec72 25jun75 25apr93	toc 09jan73; rgd 21feb73; f/n VKO jul84; converted to Tu-154B, date unknown; f/n PRG 15jul89, as such; l/n VKO 08jul92
72A035	CCCP-85035	Tu-154	MAP LII Zhukovski	mfd	may73	soc and canx 07jun96 as life-time expired; l/n VKO 22apr98, derelict; broken up toc 03mar73; f/n SXF 05mar73; rgd 19mar73
73A036	LZ-BTC	Tu-154	Balkan	rgd	05mar73	converted to Tu-154B-1, date unknown
73A037	CCCP-85037 CCCP-85037 CCCP-85037 RA-85037 RA-85037	Tu-154 Tu-154 Tu-154S Tu-154S Tu-154S	AFL/International AFL/East Sib.-IKT AFL/Far East-KHV Aeroflot Dalavia	mfd trf trf SXF trf	mar73 07jul75 18jun84 feb93 01jun93	soc and canx 10aug94 as life-time expired; l/n KUF 19may96 being broken up, gone by sep97 rgd 06sep73; in Aeroflot c/s; already f/n ATH 24jun73; l/n SVO may78, wfu; modernised to Tu-154B; converted by MMZ "Opyt" to, see next line
73A038	CCCP-85038(1) CCCP-85038(1) RA-85038(1) RA-85038(1)	Tu-154 Tu-154 Tu-154B-1 Tu-154B-1	AFL/International AFL/East Sib.-IKT Aeroflot Baikal Airlines	mfd trf DME trf	mar73 08jul75 07jul93 07feb95	test-bed for gaseous fuel, No. 2 engine replaced by NK-88; in Aeroflot c/s; at first modified to use hydrogen, f/f as such 15apr88; later modified to use liquefied natural gas, f/f as such 18jan89; carried out some 100 test flights; 'Aeroflot' titles removed at some time; wfu at Zhukovski, without engines, seen aug03/aug15
73A039	CCCP-85039 CCCP-85039 CCCP-85039 CCCP-85039	Tu-154 Tu-154 Tu-154 Tu-154	AFL/International AFL/Moscow-VKO AFL/International AFL/Moscow-VKO	mfd trf trf trf	19apr73 05jul74 unknown 01mar75	f/n LHR 17mar73; converted to Tu-154B; f/n CGN 05jun83, as such; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; wfu SOF 1996; l/n SOF 07jan98 as such; broken up beside hangar #3 at Sofia in oct99
73A040	CCCP-85040 CCCP-85040 CCCP-85040	Tu-154 Tu-154 Tu-154B	AFL/International AFL/Urals-SVX AFL/Urals-SVX	mfd trf rgd	may73 26aug75 26mar81	toc 04apr73; f/n SXF 06apr73; rgd 04may73; l/n BRU 29mar75 converted to Tu-154B, date unknown; later converted to Tu-154S, see next line rgd 20jul84; f/n KHV 1985; l/n LWN 14dec88
73A041	CCCP-85041(1) CCCP-85041(1) RA-85041(1)	Tu-154 Tu-154 Tu-154	AFL/International AFL/East Sib.-IKT Aeroflot	toc trf DME	28jun73 22nov75 20mar93	l/n KHV 12may95, in Aeroflot c/s and titles; photo SXF 20jul95 with additional small 'Red Cross' badge on fuselage; soc and canx 22nov95 as life-time expired; scrapped at KHV feb97 toc 06apr73; f/n FRA 09apr73; rgd 04may73; first production aircraft with a modified APU jetpipe, vertically cut off at the rear end, which was standard from this aircraft onwards; see c/n 86A743 converted to Tu-154B-1, date unknown
73A042	CCCP-85042(1) CCCP-85042(1) CCCP-85042(1) RA-85042(1) CCCP-85043	Tu-154 Tu-154 Tu-154 Tu-154B Tu-154	AFL/International AFL/Privolzhsk-KUF AFL/Privolzhsk-GOJ Aeroflot AFL/GosNII GA	mfd trf trf KUF mfd	07jun73 23oct75 1976 25apr93 07aug73	soc 28jul95 as life-time expired; canx 19sep95; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.263904 E104.36280), 'CCCP-' starting to bleed through, seen jun01, still in full Aeroflot c/s with titles; l/n apr14/apr16 toc 08may73; f/n SXF 18may73; rgd 29may73
73A043	CCCP-85043 CCCP-85043 RA-85043 RA-85043	Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/East Sib.-IKT AFL/Far East-KHV Aeroflot Dalavia	trf trf KHV trf	12jan77 14jul91 oct92 01jun93	on charge as of 01aug74 converted to Tu-154B, date unknown; f/n VKO 27sep91; seen VKO may93/may96, derelict; soc 04may94 as life-time expired; canx 30may94 toc 06jun73; f/n SXF 13jun73; rgd 07dec73 converted to Tu-154B, see next line trf 06aug84 to the Kryvyi Rih Aeronautical School; soc and canx 24apr89 as worn out; seen there jul96 (N47.934827 E33.321084); l/n apr16 f/n SVO 05jul73; rgd 06jul73; l/n NIC 17apr74; see c/n 12A997 converted to Tu-154B, date unknown photo as Tu-154B; opb Chita Avia; soc and canx 10jan95 as life-time expired; l/n HTA 18apr97, derelict; broken up toc 30jun73; f/n SXF 09jun73; rgd 06jul73; photo SVO nov74; see c/n 12A998
73A044	CCCP-85044 CCCP-85044 CCCP-85044 ER-85044 HA-LCA	Tu-154A Tu-154B Tu-154B Tu-154B Tu-154	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Moldova Air Moldova MALÉV	mfd rgd trf rgd mfd	20oct73 04feb82 25may89 12apr94 09aug73	exact date unknown; converted to Tu-154B, date unknown soc 02jan94 as life-time expired; canx 21jan94; l/n KUF 19may96, being broken up, gone by sep97 the first production Tu-154 with Kuznetsov NK-8-2U engines and Mikron antenna, which was standard from this aircraft onwards; toc 23aug73; f/n TAS 16aug74; rgd 09oct75 with mfd given as sep75, after conversion to Tu-154B ?; given as Tu-154B in literature at KJA 19may76, operating a flight Moscow to Dushanbe via Krasnoyarsk converted to Tu-154B-1 by 1989 l/n VVO 27mar92
73A045	HA-LCA	Tu-154B-2	MALÉV	rgd	1979	l/n KHV 12may95, in Aeroflot c/s and titles; wfu in 1996; soc 25dec96 as life-time expired; canx 05jan97; broken up at KHV sep97 photo exists taken mar73; toc 20nov73; rgd 25mar74
73A046	HA-LCB HA-LCB D-AFSG	Tu-154 Tu-154B-2 Tu-154B-2	MALÉV MALÉV Flughafen STR	mfd rgd STR	09aug73 10jan80 dec01	l/n 27sep91 was already f/n VKO 12jun93 !; wfu, for sale; canx 23mar98 d/d 05sep73; rgd 13sep73; first service also 13sep73 (to MOW); converted to Tu-154B standard and subsequently upgraded again, see next line assigned for cargo work nov91, but no cargo door installed; last flight (training) 08jul93; grounded jan94 due to lack of cargo work; canx 27jun94; t/t 24,526 hours and 15,258 cycles; in use as anti-terrorist trainer at Ferihegy without titles and markings, seen apr07/mar14; moved to the Aeroplex ramp, l/n nov16 d/d 23sep73; rgd 03oct73; converted to Tu-154B standard and later upgraded again; see next line f/n ORY 08feb80; last service MHP-BUD 23jul94 and sold to Stuttgart Airport, last flight 20jan95 to STR; registration canx 24jan95 with 26,140 hours and 16,314 cycles received this fake registration and 'Flughafen Stuttgart GmbH' titles; in use as fire-trainer and retained in good condition (N48.683930 E9.2081324); l/n sep16
73A047	HA-LCE HA-LCE	Tu-154 Tu-154B-2	MALÉV MALÉV	mfd rgd	16sep73 1980	d/d 02oct73; rgd 05oct73; converted to Tu-154B standard and later upgraded again; see next line f/n Salzburg 26sep80; last flight and wfu 17nov95 with 26,434 hours and 16,320 cycles and was destined for the Szolnok museum, but handed over to the MALÉV Educational Centre at Ferihegy 25feb97 and preserved there; canx 13may97; at the end of 2006 due to increasing rent for the grounds of the technical school, it was feared that the airframe may have to be disposed of, eventually relocated near to the control tower and fire fighting base; seen as such 23apr10 with wings detached (N47.433254 E19.231643); l/n feb12, fuselage in two pieces named 'Nefertiti'; l/n LHR 02dec73; l/n SXF jun74; crashed on a training flight after take-off Cairo 09jul74 official mfd 26nov73; accepted 30nov73; toc 01dec73; d/d 04dec73 to LHR; named 'Hatshepsut'; l/n Nicosia 19apr74; wfu 29mar75; l/t in Egyptian service 747 hours and 405 cycles converted to a Tu-154B by KuAZ 29mar75/30jul76; opb 8 GNII VVS (renamed 929 GLITs in 1990) at Akhtubinsk; life-time prolonged by KuAZ 01dec82/15dec83; last overhaul completed 28dec91 opb 929 GLITs at Akhtubinsk; f/n CKL 27may97; last flight 20nov97; t/t 5,749 hours 44 minutes and 4,511 cycles; sat wfu at Akhtubinsk (N48.31056 E46.25567), seen may99/apr12, still with Aeroflot titles and painted as Tu-154B; was to be scrapped 09apr13, but caught fire in the process and burnt out f/n LHR 14dec73, named 'TI' mfd sep78, from Russian register, after conversion to Tu-154B standard ?; rgd 19oct78; f/n Spereberg 15nov78; canx 08nov89; l/n Spereberg 28feb92, as Tu-154B
73A048	SU-AXB	Tu-154	Egypt Air	d/d	01dec73	prefix painted in error as 'HK-' (photo proof); seen Tashkent- Tuzel 24may04 with additional 'Air Force' titles on fin; l/n Tashkent-Tuzel (N41.311690, E69.406898) sep11/may15 stored, still with prefix 'HK-'
73A049	SU-AXC	Tu-154	Egypt Air	f/f	13nov73	named 'Neverfall'; f/n LHR 20dec73; returned to the Soviet Union 19mar75
	"31" red	Tu-154B	Soviet Air Force	toc	05jul76	l/n LGW 02oct76; painted as just Tu-154; returned to the Soviet Union nov76; see c/n 77A208
	CCCP-85049	Tu-154B-1	Soviet AF/AFL c/s	rgd	31aug92	f/n MAN 30jul77; painted as just Tu-154; see c/n 79A320 and 87A760
73A050	SU-AXD CCCP-85050	Tu-154 Tu-154	Egypt Air Soviet AF/AFL c/s	d/d ret	15dec73 19mar75	no titles, used for Hadj, returned to Balkan and later returned to the Soviet Union apr78 f/n LHR 20may78; painted as just Tu-154; returned to Soviet Union 11jun80; canx 30jun80; the last Tu-154A flown by MALÉV; returned to the Soviet Union 11jun80; fate ? returned to the Soviet Union 19mar75 painted as just Tu-154; l/n GLA 07aug76; returned to the Soviet Union nov76; see c/n 77A209
73A051	SU-AXE LZ-BTL (1) LZ-BTR (1) LZ-BTR (1) HA-LCL	Tu-154 Tu-154 Tu-154 Tu-154 Tu-154A	Egypt Air Balkan Balkan Libyan Arab c/s MALÉV	d/d MAN d/d TIP d/d	20dec73 29may76 jun77 nov77 03apr78	mfd mar78, from Russian register, after conversion to Tu-154B standard ?; rgd 19apr78; opb 223 OAO; canx 04mar83
73A052	SU-AXF LZ-BTM (1) CCCP-85052	Tu-154 Tu-154 Tu-154	Egypt Air Balkan Soviet AF/AFL c/s	d/d SOF Spr	jan74 jun76 23mar78	c/n not confirmed; opb 929 GLITs at Akhtubinsk; in basic Aeroflot c/s with Red Star on mainly light blue tail, type painted as just Tu-154; photos early96/27jul97; wfu 1998; canx 16oct01; scrapped at Akhtubinsk in 2002
74A053	SU-AXG HA-LCI	Tu-154 Tu-154A	Egypt Air MALÉV	d/d d/d	21jan74 01jun75	named 'Hawait-Hur'; f/n LHR 21jan74; returned to the Soviet Union 19mar75 leased from the Soviet Union because HA-LCA/B and E had to return to Russia for conversion; f/n LHR 05jul75; photo LBG 14jul75 as Tu-154A; crashed 30sep75, went down in the sea on approach to Beirut 16km from the threshold with sixty people on board including a Palestinian delegation; believed to have been shot down and confirmed by informal sources, but officially it will never be admitted; the flight was ordered to leave by a very high communist leader of that time and also carried a military cargo;

74A054	SU-AXH HA-LCK	Tu-154 Tu-154A	Egypt Air MALEV	d/d d/d	24feb74 20jun75	investigators were told at Beirut to go home as their lives were otherwise not guaranteed; 'investigation' closed 16feb76 and the wreck was never searched for; total time 1,186 hours named 'Ptah-Howait'; f/n LHR 22feb74; returned to the Soviet Union 19mar75
	LZ-BTN (1)	Tu-154A	Balkan	rgd	30may77	leased from the Soviet Union because HA-LCA/B and E had to return to Russia for conversion; f/n LHR 12jul75; returned to the Soviet Union 20dec75
	LZ-BTN (1)	Tu-154A	Libyan Arab c/s	JED	05nov77	Painted as just Tu-154; f/n LGW 06aug77; l/n LGW 27aug77; according to the factory and some other sources LZ-BTN is not c/n 054 but LZ-BTH, a mistake which is probably due to the Roman H being identical to the Cyrillic H; see c/n 90A832
74A055	SU-AXI CCCP-85055	Tu-154 Tu-154	Egypt Air MAP LII Zhukovski	mfd rgd	jan74 12sep83	with 'Balkan' titles; used for Hadj; w/o 02dec77 when crashed on emergency landing at Benghazi; t/t 3.700 hours
74A056	CCCP-85056(1) CCCP-85056(1) CCCP-85056(1) RA-85056(1)	Tu-154A Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Privolzhsk Bashkirian AI	mfd rgd trf trf	17apr74 19jun78 07jan87 unknown	d/d mar74; f/n Nicosia 12apr74; returned to the Soviet Union 19mar75
74A057	CCCP-85057(1) CCCP-85057(1) RA-85057(1) RA-85057(1)	Tu-154A Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO Aeroflot Vnukovo Airlines	mfd rgd VKO trf	17apr74 17aug78 27apr93 30aug94	in Aeroflot c/s; converted into a testbed, for use as an Optoelectronic Visibility Simulation Systems aircraft which incorporated a large optically flat circular window on the starboard side; canx 28sep88; f/n ZIA 16aug92 wfu, reported was dbr in 1992; l/n ZIA 21aug99, dumped; broken up photo exists taken 27mar74; toc 17apr74; rgd 16may74; see c/n 90A845
74A058	LZ-BTD	Tu-154A	Balkan	BRU	21apr74	on charge as of 01jul92; seen UFA 10jul93, in Aeroflot c/s and titles; soc and canx 06apr94 as life-time expired; l/n UFA jul94/nov01, wfu and used for rescue training; broken up at UFA nov01
74A059	CCCP-85059 CCCP-85059 CCCP-85059	Tu-154A Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Belarus	toc rgd trf	18apr74 21jul80 23jul87	photo painted as just Tu-154, version as Tu-154A in the Soviet register; toc 17apr74; rgd 16may74; f/n Samara-Smyshlyayevka may74
74A060	CCCP-85060 CCCP-85060 CCCP-85060 CCCP-85060 RA-85060 RA-85060	Tu-154A Tu-154A Tu-154A Tu-154A Tu-154S Tu-154S	Soviet AF/AFL c/s AFL/East Siberia AFL/Leningrad AFL/Far East Aeroflot Dalavia	toc trf trf trf SXF trf	16may74 14apr75 16jul75 13jul86 15jan93 01jun94	l/n VKO 13apr92; see c/n 07A1001
74A061	CCCP-85061 CCCP-85061 CCCP-85061 CCCP-85061 RA-85061 RA-85061	Tu-154A Tu-154A Tu-154B Tu-154B Tu-154B Tu-154B	Soviet AF/AFL c/s Aeroflot/USHVLP AFL/Tajikistan AFL/Ulyanovsk HFS AFL/Ulyanovsk HFS Ulyanovsk HFS	mfd trf trf trf rgd trf	24apr74 17jan76 28jun89 unknown 30mar93 01jan94	soc 03may95 and canx 04may95 as life-time expired; ferried to the UAE, details unknown; used by the UAE special forces for training at Abu Dhabi-Northeast (N24.515312 E54.977736), seen 1999/nov12; still visible on GE mar15
74A062	CCCP-85062 CCCP-85062 CCCP-85062 RA-85062	Tu-154A Tu-154A Tu-154S Tu-154S	AFL/International AFL/West Siberia AFL/International Aeroflot	toc trf trf SVO	29may74 13aug76 26aug83 19mar93	Painted as just Tu-154; converted to TU-154B; f/n SXF apr78, as such; dbr, after hard landing Varna 05jun92, ran off the runway resulting in the nose landing gear collapsing; broken up
74A063	CCCP-85063 CCCP-85063 CCCP-85063 CCCP-85063	Tu-154A Tu-154A Tu-154B Tu-154S	AFL/International AFL/West Siberia AFL/International AFL/International	toc trf trf FRA	31may74 13aug76 23jul83 16nov84	rgd 16may74; f/n 09nov74 photo VKO circa 1981/2 f/n MSQ 07sep93; l/n MSQ 07oct95 and broken up by 12may96; was never EW- registered
74A064	CCCP-85064 CCCP-85064 RA-85064 RA-85064	Tu-154A Tu-154A Tu-154B-1 Tu-154B-1	AFL/International AFL/West Siberia Aeroflot Omskavia	mfd trf OMS trf	20may74 03nov76 12jun94 30mar94	rgd 24may74; opb 235 OAO
74A065	CCCP-85065 CCCP-85065	Tu-154A Tu-154A	AFL/International AFL/Ukraine-KBP	mfd trf	apr74 01jul76	f/n Grossenhain 04nov75; converted to Tu-154B; later converted to Tu-154S (completed 30mar84)
74A066	CCCP-85066 CCCP-85066 CCCP-85066 UN-85066	Tu-154A Tu-154A Tu-154B Tu-154B	AFL/International AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA Aeroflot	mfd trf rgd DME	25jun74 01mar77 16jun80 07jul93	f/n SXF 08feb90, as such still painted as Tu-154B
74A067	CCCP-85067 CCCP-85067 CCCP-85067	Tu-154A Tu-154A Tu-154S	AFL/International AFL/Kazakhstan-ALA AFL/International	mfd trf trf	10jul74 06aug76 28dec82	l/n KHV 12may95, in Aeroflot c/s and titles, still painted as Tu-154B; soc 04oct96 as life-time expired; canx 11oct96, broken up at KHV
74A068	CCCP-85068 CCCP-85068 UR-85068 UR-85068	Tu-154A Tu-154A Tu-154B Tu-154B	AFL/International AFL/Ukraine-KBP Aviaini. Ukrayiny Av Ukr c/s, n/t	toc trf DME ODS	17jul74 02sep76 05may94 08may98	canx 11oct96, broken up at KHV toc 14may74; rgd 20may74; opb 235 OAO; f/n DAM 30aug74
74A069	CCCP-85069(1) CCCP-85069(1) RA-85069(1) RA-85069(1)	Tu-154A Tu-154A Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Far East-KHV Aeroflot Dalavia	mfd trf KHV trf	17jan87 24may93 01jun93	Ulyanovsk Advanced Flying Training College; converted to Tu-154B, date unknown
74A070	CCCP-85070 RA-85070 RA-85070	Tu-154A Tu-154B Tu-154B-1	AFL/West Sib.-OVV Aeroflot Sibir	mfd trf trf	01jul74 21apr93 29dec94	on charge as of 01jul89; f/n ULY 09sep92
74A071	CCCP-85071 CCCP-85071	Tu-154A Tu-154S	AFL/West Sib.-OVV AFL/Moscow-VKO	toc trf	15aug74 05sep84	f/n ULY 31aug93
74A072	CCCP-85072	Tu-154A	AFL/West Sib.-OVV	toc	03aug74	l/n ULY 15aug01, operational; canx 22may03; preserved in the Museum pf Civil Aviation at Ulyanovsk (N54.291773 E48.233204) since 2001 or 2002, seen jun02/jun05, titles painted out for some time, f/n as such 11dec07; l/n aug13
74A073	LZ-BTE LZ-BTE LZ-BTE	Tu-154A Tu-154A Tu-154A	Balkan Libyan Arab c/s Balkan	LHR TIP ret	07sep74 nov77 1978	f/n FRA 08jun74; rgd 12jun74 converted to Tu-154S circa 1983 and modernised to Tu-154B standard
74A074	CCCP-85074 UR-85074 UR-85074 CCCP-85075	Tu-154A Tu-154B Tu-154B Tu-154A	AFL/Ukraine-KBP Aviaini. Ukrayiny Av Ukr c/s, n/t AFL/Ukraine-KBP	toc VKO DXB mfd	27sep74 12sep93 29jul96 23sep74	converted to Tu-154B; f/n SVO 14aug92 soc 06jan94 as life-time expired; canx 31may94; ferried to Kursk may94 and used there as a ground instructional airframe by the Rylysk Civil Aviation Technical College, l/n 27aug05; scrapped at Kursk around 2006; the forward fuselage was moved to the Technical College at Rylysk; l/n nov14
74A075	UR-85075 RA-85075 RA-85075 CCCP-85076 UN-85076	Tu-154B Tu-154B Tu-154B Tu-154A Tu-154B-1	Aviaini. Ukrayiny AIS Skytriumph Aeroflot c/s, n/t AFL/Kazakhstan not reported	SHJ trf RKT toc ALA	03sep93 27feb95 22jan96 02oct76 oct94	seen VKO may94 with additional 'Air AJT' titles
74A077	LZ-BTF LZ-BTF LZ-BTF	Tu-154A Tu-154A Tu-154A	Balkan Libyan Arab c/s Balkan	LHR TIP ret	29oct74 nov77 1978	seen SHJ 27nov95 canx 22jan97 as to Ukraine; l/n ODS 08may98/01may99, wfu; broken up at ODS 25nov99
74A078	CCCP-85078 CCCP-85078 CCCP-85078 CCCP-85078 CCCP-85078 RA-85078 RA-85078	Tu-154A Tu-154A Tu-154A Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	Aeroflot/USHVLP AFL/Tajikistan AFL/Ulyanovsk HFS AFL/Tajikistan AFL/Ulyanovsk HFS AFL/Tajikistan AFL/Ulyanovsk HFS Ulyanovsk HFS Ulyanovsk HFS	mfd trf trf trf trf trf rgd trf	05oct74 16may89 unknown 01mar91 unknown 08aug91 28feb92 30mar93 18apr95	probably already converted to Tu-154B by this date, appears in a document 01jul10 as Tu-154B by 26jul91 on charge as of 01jul89
						seen VKO may94 with additional 'Air AJT' titles f/n SHJ 24feb97; l/n DME 25aug97; wfu 20sep97; soc and canx 23oct97 as life-time expired; used as a ground instructional airframe by the Omsk Technical School (N54.956036 E73.329547), since at least jul02 according to GE image; seen dec02/may16 toc 18jun74; rgd 21jun74; f/n FRA 22jun74; l/n FRA apr75 version given in MGA document as Tu-154S, but no reports as such; trf to the MAP 22dec86; broken up in 1990 toc 28jun74; rgd 16jul74; f/n SXF 03aug74 converted to Tu-154B, see next line l/n ALA 22apr93 Kazakhstan flag; soc 26may95 as life-time expired; canx 26jun95; seen ALA without titles 04jun97, wfu, l/n ALA may98; broken up toc 12jul74; f/n FRA 22jul74; rgd 31jul74 converted to Tu-154S (completed 30nov82) and modernised to Tu-154B standard; used for evaluation tests and trials for Tupolev OKB nov82-feb83, see next line f/n AMS 10dec84; dbr 13jan89 on take-off from Monrovia-Robertsfield with the MTOW for the given conditions exceeded by 6,604 kg, the aircraft was not able to lift off, aborted the take-off and overran the runway, ending up in a ditch, no casualties; t/t 13,266 hours 40 minutes and 5,949 cycles; soc and canx 25may89 f/n BRU 23jul74; rgd 09aug74 converted to Tu-154B circa 1981; l/n VKO 13apr92 l/n ODS 01may99; was reported for Odessa Airlines; broken up at ODS nov99 toc 31jul74; rgd 28aug74; f/n somewhere in East Germany 19nov74; see c/n 90A863 probably already modernised to Tu-154B standard by this date; l/n KHV aug91 l/n KHV 12may95, in Aeroflot c/s and titles; soc 24jul95 as life-time expired; canx 26jul95; broken up f/n OVB 03jul74; toc 03aug74; rgd 10sep74; first Novosibirsk-based Tu-154; converted to Tu-154B, date unknown; reported OVB 29aug87 in an incident report; seen DME 12apr92, l/n OVB 01jul92 seen HAJ 17jul94 with additional 'Sibir' titles and now as Tu-154B-1 soc and canx 16jul98 as life-time expired and risk of corrosion; broken up rgd 10sep74; converted to Tu-154S, date unknown f/n LED 19sep85; soc and canx 27aug90 as life-time expired; seen VKO sep91/jul94, wfu; reported broken up 1997 rgd 09oct74; f/n LED 11aug75; version given in MGA document as Tu-154S, but no reports as such; trf to MAP 22dec86 seen LGW 01aug76 no titles, used for Hadj, returned to Balkan converted to Tu-154B, date unknown; f/n MUC 30may79, as such; wfu SOF may95; l/n SOF 07jan98; broken up oct99 rgd 18oct74; f/n SXF 05nov75; converted to Tu-154B, date unknown, seen DUS 19may89, as such; l/n VKO 23feb92 l/n ODS 01may99; was reported for Odessa Airlines; broken up at ODS nov99 toc 27sep74; rgd 30oct74; f/n KBP 18aug75; converted to Tu-154B; f/n SXF 03mar79, as such; l/n VKO 11apr91 reported with 'Interflot' titles this day f/n SHJ 27nov95 canx 22jan97 as to Ukraine; l/n ODS 08may98/01may99, wfu; broken up at ODS 25nov99 rgd 10nov74; converted to Tu-154B-1, date unknown; seen DME 16aug92, as such; l/n ALA 22apr93 soc and canx 26jun95 as life-time expired; broken up l/n LHR 15aug77 no titles, used for Hadj, returned to Balkan converted to Tu-154B, date unknown; f/n LGW 08jul79, as such; wfu SOF may95; l/n SOF 07jan98, as such; broken up oct99 Ulyanovsk Advanced Flying Training College; toc 01nov74; rgd 21nov74; f/n LED 11aug75 probably already converted to Tu-154B by this date, appears in a document 01jul10 as Tu-154B by 26jul91 on charge as of 01jul89 on charge as of 01jul91 f/n ULY 31aug93, in Aeroflot c/s and titles f/n VKO 01sep97, in Aeroflot c/s, no titles; l/n ULY 26jun02; seen ULY jun05/aug12, in poor condition without engines; broken up

74A079	CCCP-85079	Tu-154A	AFL/Kazakhstan-ALA	toc	08nov74	rgd 21nov74; f/n SVO 1979; version given in MGA document as Tu-154S, but no reports as such; trf to MAP 22dec86
74A080	CCCP-85080	Tu-154A	AFL/Privolzhsk-KUF	mfd	oct74	toc 05nov74; f/n KUF 27nov74; rgd 02dec74; first Kuibyshev-based Tu-154; seen LED 19apr80; converted to Tu-154B, date unknown; l/n VKO 19may91
	RA-85080	Tu-154B	Aeroflot	LED	14jun93	
	RA-85080	Tu-154B	Nizhni Novgorod Al	trf	25nov93	canx 21jan95; seen GOJ aug95, in Aeroflot c/s and titles; soc 31oct95 as life-time expired; l/n GOJ aug97, wfu; broken up
74A081	CCCP-85081(1)	Tu-154A	AFL/West Sib.-OVB	toc	11nov74	rgd 14jan75; f/n aug75; damaged 18may79 when the right main gear collapsed, probably while being towed, repaired; see c/n 85A717
	CCCP-85081(1)	Tu-154A	AFL/International	trf	31dec82	converted to Tu-154S (first aircraft completed as such 01feb83), see next line
	CCCP-85081(1)	Tu-154S	AFL/International	AMS	13aug84	l/n SVO 14aug92
	RA-85081(1)	Tu-154S	Aeroflot	HEL	18feb93	soc and canx 16sep94 as life-time expired; l/n SVO 24sep94; present at the Omsk Aviation Technical School (N54.955428 E73.328774) since at least jul02 according to GE image; seen aug09/may16
74A082	CCCP-85082	Tu-154A	AFL/West Sib.-OVB	toc	23nov74	rgd 14jan75; f/n jan78 seen in a movie; version given in MGA document as Tu-154S, but no reports as such; trf to MAP 22dec86
74A083	CCCP-85083	Tu-154A	AFL/West Sib.-OVB	toc	03dec74	rgd 15jan75; f/n DME 27aug75; converted to Tu-154B; version given as Tu-154S in MGA document, but presumably was only earmarked for conversion, see next line
	CCCP-85083	Tu-154B	MAP LII Zhukovski	trf	13may86	based on a decree dated 05apr85; converted to Tu-154LL/Buran CCV No. 2, Tu-154B update; f/n ZIA 11aug92; l/n ZIA 24aug95; canx but date unknown; broken up 1996
74A084	CCCP-85084(1)	Tu-154A	AFL/Ukraine-KBP	mfd	25nov74	on charge as of 01jan75; rgd 15jan75; f/n KBP 1975
	CCCP-85084(1)	Tu-154S	AFL/Moscow-VKO	trf	01sep84	converted to Tu-154S (completed 27sep84); f/n VKO 21jul91; l/n VKO 16aug92
	RA-85084(1)	Tu-154S	Aeroflot	VKO	21mar93	reported for Arbet International Airline
	RA-85084(1)	Tu-154S	Air AJT	VKO	07feb94	also with Aeroflot titles
	RA-85084(1)	Tu-154S	Vnukovo Airlines	trf	21jul94	seen VKO 15may95, with Aeroflot and small Air AJT titles
	RA-85084(1)	Tu-154S	Aeroflot c/s, n/t	VKO	26aug95	l/n VKO apr97/aug01, engineless, stored/wfu; canx 26sep97; soc 02oct97 as life-time expired; broken up at VKO 2001
74A085	CCCP-85085(1)	Tu-154A	AFL/Kazakhstan-ALA	toc	17dec74	rgd 27jan75; f/n jun77; trf to, see next line based on a decree dated 30apr82; see c/n 90A855
	CCCP-85085(1)	Tu-154A	MAP Siberian NIIA	rgd	29oct85	canx 18dec89; broken up
74A086	CCCP-85086	Tu-154A	AFL/Privolzhsk	toc	unknown	on charge as of 01jan75; rgd 24jan75
	CCCP-85086	Tu-154A	AFL/Leningrad	trf	13oct75	f/n LGW 16nov75; l/n LHR 02jan76
	CCCP-85086	Tu-154A	AFL/GosNII GA	trf	03aug82	converted to Tu-154S; trf 23mar88 to Yegorevsk ATU GA as an instructional airframe, but only on paper ?, as soc by the Tajik directorate the following year according to the MGA document; see next line
74A087	CCCP-85086	Tu-154S	AFL/Tajikistan	trf	unknown	soc and canx 01nov89 as life-time expired; seen derelict Dushanbe; broken up
	CCCP-85087	Tu-154A	AFL/West Sib.-OVB	mfd	dec74	toc 25dec74; rgd 27jan75; dbr 18feb78 while being prepared for a flight at OVB when the cabin heater was left working unattended, a cleaning rag caught fire and incinerated the cabin, the forward fuselage burnt out; soc 30mar78; the tail featured in the Soviet movie "Ekipazh" shot in 1979
74A088	CCCP-85088	Tu-154A	AFL/Leningrad	mfd	dec74	toc 12feb75; rgd 24feb75; the first Leningrad-based Tu-154; f/n LED 04mar75
	CCCP-85088	Tu-154A	AFL/GosNII GA	trf	06jan83	trf 19jul85 to MAP; used as a ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.263764 E104.36435), seen jul92/feb16; photos 03apr16/30apr16, in the process of being broken up
74A089	CCCP-85089(1)	Tu-154A	AFL/Privolzhsk	mfd	17dec74	toc 03jan75; rgd 07feb75; photo 1983; see c/n 90A838
	RA-85089(1)	Tu-154B-1	Aeroflot	OVB	21apr93	soc 18aug94 as life-time expired; canx 08sep94; l/n KUF 19may96 in the process of being broken up, gone by sep97
75A090	CCCP-85090	Tu-154A	AFL/Urals-SVX	mfd	29jan75	toc 14feb75; rgd 06mar75; f/n LED 24apr78; c/n given as 74A090 in MGA document; converted to Tu-154B 12jan84
	CCCP-85090	Tu-154B	AFL/Moscow	trf	25jun86	
	CCCP-85090	Tu-154B	AFL/Moldova	trf	21may89	
	ER-85090	Tu-154B	Air Moldova	rgd	04apr94	f/n KIV 20sep94; wfu, for sale; canx 16sep99; broken up
75A091	CCCP-85091	Tu-154A	Aeroflot/UshVLP	mfd	31jan75	Ulyanovsk Advanced Flying Training College; toc 21feb75; rgd 11mar75; f/n DME 20sep85; converted to Tu-154B-1 (completed 10dec86)
	CCCP-85091	Tu-154B-1	AFL/Urals	trf	26jun87	
	CCCP-85091	Tu-154B-1	AFL/Ulyanovsk HFS	trf	22sep87	
	CCCP-85091	Tu-154B-1	AFL/Privolzhsk	trf	17may90	
	CCCP-85091	Tu-154B-1	AFL/Ulyanovsk HFS	trf	unknown	on charge as of 01jul90; l/n LED 06sep92
	RA-85091	Tu-154B-1	Ulyanovsk HFS	rgd	30mar93	f/n ULY 31aug93, in Aeroflot c/s and titles; l/n ULY 26jun02, no titles; noted engineless ULY jun05/aug10, derelict; broken up
75A092	CCCP-85092(1)	Tu-154A	AFL/Leningrad	mfd	17jan75	toc 20feb75; rgd 10mar75; f/n LGW 08nov75; see c/n 89A799
	CCCP-85092(1)	Tu-154B-1	AFL/Leningrad	rgd	07apr81	f/n HEL 03apr82, as such; l/n LED 06sep92
	RA-85092(1)	Tu-154B-1	Aeroflot	HAM	11oct92	soc 10jun94 as life-time expired; canx 20jun94; broken up
75A093	CCCP-85093	Tu-154A	AFL/East Sib.-IKT	mfd	feb75	on charge as of 01apr75; rgd 11apr75; f/n IKT 07may75, first Irkutsk based Tu-154
	CCCP-85093	Tu-154A	AFL/Ukraine	trf	01aug75	converted to Tu-154B, date unknown; l/n KBP 07sep92, as such, with Aeroflot titles and white tail
	UR-85093	Tu-154B	Avialini. Ukrayiny	rgd	28jan93	f/n KBP 17jun93; canx 04nov96; l/n KBP 13may98, wfu; broken up
75A094	CCCP-85094	Tu-154A	AFL/West Sib.-OVB	mfd	04feb75	toc 06mar75; rgd 02apr75; f/n OVB 14feb77; converted to Tu-154B, see next line
	CCCP-85094	Tu-154B	AFL/West Sib.-OVB	rgd	14apr81	
	CCCP-85094	Tu-154B	AFL/Privolzhsk	trf	22apr86	
	CCCP-85094	Tu-154B	AFL/West Siberia	trf	17may86	
	RA-85094	Tu-154B-1	Aeroflot	DME	23may93	
	RA-85094	Tu-154B-1	Altai Airlines	trf	04apr94	f/n DME 23sep94, in Aeroflot c/s and titles; later to Sibir; soc and canx 09jun98 as life-time expired; broken up
75A095	LZ-BTG	Tu-154A	Balkan	LGW	05apr75	converted to Tu-154B, date unknown; f/n RTM mar80, as such; wfu SOF jan99; l/n SOF jun99; broken up may00
75A096	CCCP-85096(1)	Tu-154A	Soviet Gvt/AFL c/s	mfd	22feb75	without Mikron antenna as per c/n 042 and older aircraft; toc 27mar75; rgd 11apr75; opb 235 OAO; f/n SVO 04oct75; see c/n 89A800
	CCCP-85096(1)	Tu-154A	AFL/Leningrad	trf	03sep76	f/n MAN 05sep82 as Tu-154B-1; l/n LED 06sep92
	RA-85096(1)	Tu-154B-1	Aeroflot	LED	14jun93	
	RA-85096(1)	Tu-154B-1	Pulkovo Avia	trf	22nov94	soc and canx 03may95 as life-time expired; seen MRV rework 15may96, with many parts missing; broken up
75A097	CCCP-85097	Tu-154A	Soviet Gvt/AFL c/s	mfd	mar75	toc 29mar75; rgd 11apr75; f/n SVO 13sep75; opb 235 OAO; first production aircraft with additional large emergency exit by the engine on each side, which was standard from this aircraft onwards
	CCCP-85097	Tu-154A	AFL/Leningrad	trf	12nov76	opb 1-y Leningradskii OAO, converted to Tu-154B-1, see next line
	CCCP-85097	Tu-154B-1	AFL/Leningrad	rgd	23feb82	f/n MAN 19sep82; w/o 23may91 on a flight from Sukhumi to St. Petersburg when dropped below the glide path on finals in a rain shower and descended too fast, touched down very hard (with 7 m/s and at least 4.5 g) some ten metres short of the runway and broke up, 1 of the 7 crew injured and 13 of the 174 passengers killed plus 37 injured; soc and canx 10dec91; wreck still seen LED may92
75A098	CCCP-85098	Tu-154A	AFL/Moscow	mfd	mar75	toc 08apr75; rgd 25apr75; f/n FRA apr75; converted to Tu-154B, see next line
	CCCP-85098	Tu-154B	AFL/Moscow	rgd	22apr81	
	CCCP-85098	Tu-154B	AFL/Urals-CEK	trf	06jul86	
	RA-85098	Tu-154B	Chelyabinsk Avia	trf	03mar93	f/n DME 15mar93, in Aeroflot c/s and titles
	RA-85098	Tu-154B	Aeroflot c/s, n/t	SXF	19sep93	l/n HEL 25sep93; operating for Aviaprima Sochi Airlines
	RA-85098	Tu-154B	Chelyabinsk Avia	IST	sep94	
	RA-85098	Tu-154B	Aviaprima Sochi	SHJ	13apr95	l/n FRA 15jul95, leased from Chelyabinsk Avia
	RA-85098	Tu-154B	Chelyabinsk Avia	BUD	16oct96	soc 01sep98 as further use not economically viable; canx 15sep98; l/n CEK 14aug99, stored, no titles; broken up at CEK
75A099	CCCP-85099(1)	Tu-154A	AFL/Moscow-VKO	mfd	mar75	toc 10apr75; rgd 25apr75; f/n VKO 14apr77; converted to Tu-154B, see next line
	CCCP-85099(1)	Tu-154B	AFL/Moscow-VKO	rgd	25jun81	l/n VKO 16aug92; see c/n 87A744
	RA-85099(1)	Tu-154B	Aeroflot	VKO	21mar93	
	RA-85099(1)	Tu-154B	Vnukovo Airlines	trf	30aug94	
75A100	RA-85099(1)	Tu-154B	Aeroflot c/s, n/t	AER	14may96	soc and canx 14oct98 as life-time expired; l/n VKO aug99/aug01, derelict; broken up VKO
	CCCP-85100	Tu-154A	AFL/International	mfd	apr75	toc 25apr75; f/n VIE 27apr75; rgd 14may75; l/n AMS 04apr76; wfu and used by the SibNIA institute for corrosion prevention tests in 1977; trf 21jul77 to Riga aviation institute (RKIIGA) and used as ground instructional airframe; canx 1984; moved to the RKIIGA site at Purvciems in the mid-1980s; broken up sep00
75A101	CCCP-85101(1)	Tu-154A	AFL/International	mfd	20apr75	toc 25apr75; f/n SXF 27apr75; rgd 14may75; see c/n 88A783
	CCCP-85101(1)	Tu-154A	AFL/Moscow-VKO	trf	31mar77	converted to Tu-154B, see next line
	CCCP-85101(1)	Tu-154B	AFL/Moscow-VKO	rgd	09may81	
	CCCP-85101(1)	Tu-154B	AFL/Leningrad	trf	29apr85	l/n LED 18apr92, as Tu-154B-1
	RA-85101(1)	Tu-154B-1	Aeroflot	SVO	19mar93	soc 08nov94 as life-time expired; trf 22nov94 to Pulkovo Avia, presumably this was just a paper exercise; canx 23nov94; broken up
75A102	CCCP-85102	Tu-154A	AFL/International	mfd	09apr75	canx 23apr75; f/n GVA 08may75; rgd 16may75; w/o 01jun76 on the leg from Luanda to Malabo (Equatorial Guinea) of flight SU-418 (LAD-SSG-FIH-TIP-SVO) when crashed at a speed of 490 km/h at a height of 750 metres into the wooded southern slope of cloud-covered Mt. San Carlos (N3.333 E8.533) on Macias Nguema Bivogo island (formerly Fernando Po and now Bioko island) and burnt out, all 10 crew and 35 passengers killed; wreck found only 06jun76 and accessed 18jun76; the cause of the accident could not be established, but the accident investigation commission suspected that the MSRP-12 radar may have failed so that the crew was not aware of its position over the island (Mount San Carlos was absent on the flight charts); t/t 2,119 hours 44 minutes and 1,069 cycles; soc and canx 27jul76
75A103	CCCP-85103	Tu-154A	AFL/International	mfd	12may75	toc 20may75; rgd 05jun75; f/n FRA 11jun75; carried additional 'Official Olympic Carrier' titles
	CCCP-85103	Tu-154A	AFL/West Sib.-OVB	trf	04feb80	opb 384 LO Tolmachovskogo OAO; dbr 01mar80 on the leg from Sochi to Orenburg of a flight from Simferopol to Novosibirsk when deviated from approach pattern and glide path on approach to Orenburg, failed to go around, touched down with 3 g 68 metres before the runway threshold, bounced and touched down again with 3.9 g 635 metres further on so that the fuselage broke in two, 2 of the 9 crew and 1 of the 152 passengers injured; t/t 6,922 hours and 3,075 cycles; soc and canx 02apr80
75A104	CCCP-85104	Tu-154A	AFL/International	toc	20may75	f/n BRU 24may75; rgd 10jun75
	CCCP-85104	Tu-154A	AFL/Urals	trf	12jul77	converted to Tu-154B, see next line
	CCCP-85104	Tu-154B	AFL/Urals	rgd	26mar81	

	85104	Tu-154B	Aeroflot	VKO	27apr93	
	RA-85104	Tu-154B	Aeroflot	DME	01sep93	
	RA-85104	Tu-154B	SP Air	DME	may94	
	RA-85104	Tu-154B	Permskiye Avialin.	trf	16feb95	f/n DXB 18dec95, in Aeroflot c/s, no titles; l/n CPH 06may96
75A105	RA-85104	Tu-154B	Permskiye Avialin.	CDG	12jun96	l/n PEE 14aug01, no engines; soc 25sep02 as life-time expired; canx 20nov02; broken up at PEE 2005
	CCCP-85105	Tu-154A	AFL/International	mfd	26apr75	toc 21may75; f/n LBG 03jun75; rgd 05jun75
75A106	CCCP-85105	Tu-154A	AFL/Armenia	trf	04apr80	converted to Tu-154B, date unknown; dbr landing EVN 05dec92; seen EVN may96/jun97, in use for spares
	CCCP-85106	Tu-154A	AFL/International	mfd	may75	toc 30may75; f/n AMS 05jun75; rgd 13jun75; carried additional 'Official Olympic Carrier' titles PIK 15jul78; converted to Tu-154B, see next line
	CCCP-85106	Tu-154B	AFL/International	rgd	29apr80	
	CCCP-85106	Tu-154B	AFL/West Siberia	trf	06jun80	l/n DME 16apr92
	RA-85106	Tu-154B	Aeroflot	OVB	21apr93	
	RA-85106	Tu-154B-1	Sibir	VKO	aug94	l/n VKO 20jun99; soc and canx 24may00 as life-time expired; broken up, probably at OVB jun00
75A107	CCCP-85107	Tu-154A	AFL/International	toc	19jun75	f/n ZRH 09jul75; rgd 10jul75; l/n HEL 11nov76
	CCCP-85107	Tu-154A	AFL/Leningrad	trf	27aug77	converted to Tu-154B-1, see next line
	CCCP-85107	Tu-154B-1	AFL/Leningrad	rgd	01jun81	f/n FRA aug88, as such; l/n LED 05sep92
	RA-85107	Tu-154B-1	Aeroflot	SXF	06jun93	
	RA-85107	Tu-154B-1	Pulkovo Avia	trf	24feb95	canx 28jan99; soc 05feb99 as life-time expired; l/n LED jul98/apr99, in Aeroflot c/s, wfu; broken up
75A108	CCCP-85108	Tu-154A	AFL/Ukraine	toc	unknown	on charge as of 01jul75; rgd 22jul75; f/n KBP 10aug75; l/n PRG sep78; trf to MAP, see next line, based on decrees dated 04sep79 and 18/21sep79
	CCCP-85108	Tu-154B-1	MAP LII Zhukovski	trf	02oct79	Tu-154LL/Buran CCV No. 3, Tu-154B-1 update; f/n ZIA 11aug92; l/n ZIA 24aug95; in Aeroflot c/s; broken up
75A109	CCCP-85109(1)	Tu-154A	AFL/Leningrad	mfd	27jun75	up Zhukovski
	CCCP-85110	Tu-154B-1	Aeroflot	LED	16jun93	toc 02jul75; rgd 22jul75; f/n LED 11aug75; converted to Tu-154B-1, date unknown; f/n HEL 10may80, as such; l/n LED 05sep92; see c/n 88A790
75A110	CCCP-85110	Tu-154A	AFL/West Sib.-OVB	toc	04jul75	rgd and canx 27sep94 as life-time expired; broken up at LED
	CCCP-85110	Tu-154B	AFL/West Sib.-OVB	rgd	14jul81	rgd 12aug75; converted to Tu-154B, see next line
	RA-85110	Tu-154B-1	Aeroflot	OVB	21apr93	f/n DME apr82
	RA-85110	Tu-154B-1	Kogalymavia	trf	07jul93	opb Sibir for some time
	RA-85110	Tu-154B-1	Tyumen Airlines	trf	23nov95	l/n DME 21may96, in Aeroflot c/s; soc 03dec96 as life-time expired; canx 24jan97; broken up
75A111	CCCP-85111	Tu-154A	AFL/Kazakhstan	mfd	jul75	toc 04aug75; rgd 15aug75; f/n DME 19aug75; converted to Tu-154B, see next line
	CCCP-85111	Tu-154B	AFL/Kazakhstan	rgd	28aug81	with Kazakhstan flag
	UN-85111	Tu-154B-1	Aeroflot	DME	07jul93	l/n ALA 04jun97/03sep98, wfu; broken up at ALA
	UN-85111	Tu-154B-1	Kazakstan Airlines	DME	15may95	toc 04aug75; rgd 12sep75; f/n DME 13nov77; converted to Tu-154B, see next line
75A112	CCCP-85112	Tu-154A	AFL/West Sib.-OVB	mfd	jun75	
	CCCP-85112	Tu-154B	AFL/West Sib.-OVB	rgd	04nov81	
	CCCP-85112	Tu-154B-1	Aerovas	trf	25aug91	
	CCCP-85112	Tu-154B-1	Bashkirian Al	trf	unknown	on charge as of 01jul92; f/n DME 15aug92, in Aeroflot c/s and titles
	RA-85112	Tu-154B-1	Bashkirian Al	LED	10jul93	in Aeroflot c/s and titles; l/n UFA 21jun94, as such; seen VVO 19apr97, with titles; l/n UFA 28aug97; soc and canx 01jun98 as life-time expired; broken up at UFA
75A113	CCCP-85113	Tu-154A	AFL/International	mfd	jul75	toc 06aug75; rgd 14aug75; f/n VIE 10aug75; rgd 14aug75; carried additional 'Official Olympic Carrier' titles oct79
	CCCP-85113	Tu-154A	AFL/Kazakhstan	trf	01jul80	converted to Tu-154B, date unknown
	UN-85113	Tu-154B	Aeroflot	DME	23apr93	with Kazakh flag
	UN-85113	Tu-154B	no titles	VIE	30jan95	seen TSE oct98 stored; was preserved near the old airport terminal at Astana as a monument; broken up
	UN-85113	Tu-154B	Kazakstan Airlines	STR	18jun95	in 2003 and sold to China as scrap metal
75A114	CCCP-85114(1)	Tu-154A	AFL/International	mfd	aug75	toc 08aug75; f/n ZRH 10aug75; rgd 15aug75; see c/n 89A814
	CCCP-85114(1)	Tu-154A	AFL/Urals	trf	18mar80	converted to Tu-154B-1, date unknown; f/n DME 10sep92, as such
	CCCP-85114(1)	Tu-154B-1	Chelyabinsk Avia	trf	20nov92	
	RA-85114(1)	Tu-154B-1	Aviaprima Sochi	SHJ	16jan95	
	RA-85114(1)	Tu-154B-1	Chelyabinsk Avia	SHJ	23mar95	
	RA-85114(1)	Tu-154B-1	Aviaprima Sochi	IST	14jan97	no titles; l/n IST 04oct97
	RA-85114(1)	Tu-154B-1	Chelyabinsk Avia	CEK	14aug99	stored; was already soc and canx 12nov98 as life-time expired; broken up at CEK
75A115	CCCP-85115	Tu-154A	AFL/International	mfd	15jul75	toc 16aug75; rgd 20aug75; f/n AMS 21aug75; seen HEL 11nov76
	CCCP-85115	Tu-154A	AFL/West Siberia	trf	18aug78	converted to Tu-154B, see next line
	CCCP-85115	Tu-154B	AFL/West Siberia	rgd	20jul81	f/n OVB 30jun92; l/n DME 16aug92
	RA-85115	Tu-154B	Aeroflot	OVB	22apr93	
	RA-85115	Tu-154B	Sibir	trf	30mar94	l/n DME 25aug97, in Aeroflot c/s and titles
	RA-85115	Tu-154B	Sibir	VKO	19aug99	l/n VKO 25feb01; soc 06sep01 as life-time expired; canx 01oct01; wfu OVB and later broken up
75A116	CCCP-85116	Tu-154A	AFL/International	mfd	aug75	toc 20aug75; f/n VIE 21aug75; rgd 22aug75
	CCCP-85116	Tu-154A	AFL/West Siberia	trf	31jul81	converted to Tu-154B-1, date unknown
	CCCP-85116	Tu-154B-1	AFL/Ukraine-ODS	trf	17jul88	l/n OVB 30jun92, as Tu-154B-1
	UR-85116	Tu-154B-1	Avialini. Ukrayiny	ZRH	18aug93	
	UR-85116	Tu-154B-1	Odessa Airlines	DAM	01jun97	l/n DXB 31mar00; current in fleet list jan02; l/n ODS may02/oct04; scrapped at ODS mar05
75A117	CCCP-85117	Tu-154A	AFL/International	mfd	sep75	toc 11sep75; f/n AMS 18sep75; rgd 22sep75; l/n LGW 02oct76
	CCCP-85117	Tu-154A	AFL/Ukraine	trf	16sep77	converted to Tu-154B-1, date unknown
	CCCP-85117	Tu-154B-1	AFL/West Siberia	trf	17jul88	l/n DME 20mar93
	RA-85117	Tu-154B-1	Aeroflot	DME	23apr93	
	RA-85117	Tu-154B-1	Altai Airlines	trf	04apr94	soc 07jul97 as life-time expired; canx 29jul97; seen BAX (N53.363644 E83.564580) jul00/jun14, in Aeroflot c/s, derelict
75A118	CCCP-85118	Tu-154A	AFL/International	mfd	sep75	toc 11sep75; f/n AMS 18sep75; rgd 22sep75; carried additional 'Official Olympic Carrier' titles; converted to Tu-154B, date unknown; f/n AMS 20oct79, as such
	CCCP-85118	Tu-154B	AFL/Ukraine-KBP	trf	10jan80	
	CCCP-85118	Tu-154B	AFL/Ukraine-ODS	trf	02jul81	l/n KBP 15apr92
	UR-85118	Tu-154B	Avialini. Ukrayiny	rgd	22jan93	f/n LED 16jun93; l/n KBP 19mar97; canx 04nov96; broken up at KBP oct97
75A119	CCCP-85119	Tu-154A	AFL/International	mfd	sep75	toc 23sep75; rgd 30sep75; f/n SVO 04oct75; l/n FRA 04may77
	CCCP-85119	Tu-154A	AFL/Urals	trf	24aug77	converted to Tu-154B, date unknown
	CCCP-85119	Tu-154B	AFL/GosNII GA	trf	01mar81	trf to MAP 23feb84, see next line
	CCCP-85119	Tu-154B	MAP LII Zhukovski	rgd	11jul84	Tu-154B-1 update, electronics test-bed (believed to be FBW controls test-bed for Tu-204); f/n ZIA 15aug92; l/n ZIA 24aug95; Aeroflot c/s; canx but date unknown; broken up at Zhukovski
75A120	CCCP-85120	Tu-154B	Soviet AF/AFL c/s	d/d	oct75	the first production Tu-154B; operated by the Ministry of Defence; f/n 30jul87 in (former) East Germany; an aircraft using call-sign "85120" flew to the North of Germany en-route from Poland at FL 330; not in Soviet/Russian Federation registers or MGA document; later to SibNIA at Novosibirsk, tested to destruction and was not seen there apr93
75A121	CCCP-85121	Tu-154B	AFL/GosNII GA	toc	09dec75	rgd 17may77, late rgd; f/n SVO 17jun77, in Aeroflot c/s
	CCCP-85121	Tu-154B	AFL/Kazakhstan	trf	19apr85	soc and canx 08jun89 as life-time expired; l/n ALA 22apr93, derelict; broken up at ALA
75A122	CCCP-85122	Tu-154B	AFL/Moscow-VKO	toc	16dec75	rgd 25dec75; f/n VKO oct76; soc 16aug82 as worn out; seen Minsk-Chizovka technical School sep93/jul95
	EW-85122	Tu-154B	Aeroflot	toc	07oct95	still in Minsk-Chizovka technical school, no flag, (N53.842255 E27.65953818); l/n jul15
75A123	CCCP-85123(1)	Tu-154B	AFL/Moscow-VKO	mfd	16dec75	toc 17dec75; rgd 25dec75; f/n VKO 12feb76; see c/n 06A996
	CCCP-85123(1)	Tu-154B	AFL/East Siberia	trf	02aug78	l/n OVB 01jul92
	RA-85123(1)	Tu-154B	Aeroflot	VKO	17jul93	l/n DME 14may95
	RA-85123(1)	Tu-154B	Baikal Airlines	trf	07feb95	soc 29nov96 as life-time expired; canx 15dec96
75A124	CCCP-85124	Tu-154B	AFL/West Sib.-OVB	toc	14dec75	rgd 14jan76; f/n DME 30oct77
	CCCP-85124	Tu-154B	AFL/Krasnoyarsk	trf	15nov78	
	CCCP-85124	Tu-154B-1	Krasnoyarskavia	trf	1990	
	RA-85124	Tu-154B-1	KrasAir	DME	sep93	f/n KJA 01jul92; small Aeroflot titles on the nose
75A125	CCCP-85125	Tu-154B	AFL/Kazakhstan-ALA	toc	25dec76	l/n DME 14may95; soc and canx 17feb97 as life-time expired; broken up at KJA
75A126	HA-LCF	Tu-154B	MALÉV	mfd	oct75	rgd 22jan76; f/n DME 24aug78; soc 25dec89 as worn out; canx 25jan90; l/n ALA apr93/nov94, derelict
						rgd and d/d 30nov75; f/n LHR 10dec75; broke in two on touch down Prague 21oct81 on a flight from Schiphol due to vertical acceleration of 4G when the crew deployed the spoilers on final approach as the aircraft was above the glide slope; t/t 8,983 hours and 5,642 cycles; nose section returned to Budapest and displayed at the Flight Educational Centre until handed over to the Transport Museum aug97; section of fuselage noted mar05/aug12 in use as a garden shed in village of Hostoun near PRG airport
75A127	HA-LCG	Tu-154B	MALÉV	mfd	01nov75	rgd and d/d 01dec75; rgd as Tu-154B-2 1981; last service HER-BUD 31jul92; grounded aug92 due to MALÉV's modernization programme; canx 27jun94 with 21,554 hours and 13,803 cycles; handed over to the Transport Museum; towed to the Ferihegy outdoor museum (N47.427418 E19.260222) 12dec94; the museum was renamed Aeropark in nov14; l/n jan17
75A128	HA-LCH	Tu-154B	MALÉV	mfd	12nov75	rgd and d/d 01dec75; used in 1977 for experimental flights for ICAO CAT.II operations on MALÉV's request in accordance with ANTK Tupolev, so-called Tu-154 modified B; on 20mar78 this programme was successfully completed and paved the way for the Tu-154B-2 version; rgd as Tu-154B-2 in 1980; last service CFU-BUD 13oct94 and stored at Ferihegy for spare parts; canx 13may97; t/t 23,173 hours and 14,759 cycles; broken up 26aug/03oct97
75A129	551 P-551	Tu-154B	Chosonminhang	SXF	29jan76	
		Tu-154B	Chosonminhang	QPG	26may79	undershot on landing at BUD 30jun79, right main gear collapsed but aircraft landed safely; damaged parts were removed and the landing gear repaired, and after extensive inspection the a/c flew with extended gears to Kubyshev for repair; reported with flightplan 'P5-CVA'; l/n SVO 11apr92
	P-551	Tu-154B	Air Koryo	PEK	15jun93	damaged at Pyongyang 15aug06 when overflew the normal touchdown point in dense smog and rain and overran the runway, nose gear damaged and left wing said to have made contact with an aerial, no casualties; l/n FNJ (N39.203405 E125.66687) sep10/may13; not in fleet list 30dec06; according to Air Koryo's facebook page was officially retired 17nov10; seen repainted sep13 and reported to return to service later in 2013; l/n FNJ 20sep14/ 26sep15, stored
75A130	CCCP-85130	Tu-154B	AFL/Leningrad	mfd	24dec75	toc 27dec75; rgd 14jan76; f/n LGW 14feb76
	CCCP-85130	Tu-154B	AFL/Far East-KHV	trf	12jun88	
	RA-85130	Tu-154B	Dalavia	trf	01jun93	f/n KHV 02jun93, in Aeroflot c/s and titles; wfu feb95; l/n KHV 12may95; soc 04apr95 as life-time expired; canx 05jun95; broken up at KHV, summer 1995

75A131	CCCP-85131	Tu-154B	AFL/Ukraine-KBP	toc	19jan76	rgd 19jan76; f/n ARN 10apr76; featured in the famous Soviet movie 'Ekipazh' (The Crew) shot in 1979; reportedly wfu after a mercury spill in the cargo compartment; trf to the Kryvyi Rih Aeronautical School and on charge as of 01jul79; last flight 05oct79 to Kryvyi Rih; soc 22nov82 as worn out; seen jul96 (N47.934827 E33.321084), l/n apr16
76A132	CCCP-85132	Tu-154B	Soviet Gvt/AFL c/s	mfd	jul78	toc 28aug78; rgd 01sep78; opb 235 OAO; year in c/n as such from Soviet/Russian register and MGA document
	CCCP-85132	Tu-154B	AFL/Ukraine-ODS	trf	28may82	f/n LED 19sep85
	HA-LIB	Tu-154B	The Best	all	1992	f/n RIX 23sep97; wfu; canx 06feb98
	UR-85132	Tu-154B	Avialini. Ukrayiny	ZRH	11apr93	f/n ODS 01may99; seen ODS may02/oct04, wfu; broken up at ODS spring 2005
	UR-85132	Tu-154B	Av Ukr c/s, n/t	VNO	20aug95	f/n ODS 01may99; seen ODS may02/oct04, wfu; broken up at ODS spring 2005
	UR-85132	Tu-154B	Odessa Airlines	LCA	16aug97	toc 10aug78; rgd 01sep78; opb 235 OAO; year in c/n as such from Soviet/Russian register and MGA document
78A133	CCCP-85133	Tu-154B	Soviet Gvt/AFL c/s	mfd	24jul78	f/n LED 19sep85
	CCCP-85133	Tu-154B	AFL/Latvia	trf	16may83	f/n RIX 23sep97; wfu; canx 06feb98
	YL-LAA	Tu-154B	Latavio	rgd	18dec92	f/n ODS 01may99; seen ODS may02/oct04, wfu; broken up at ODS spring 2005
	RA-85133	Tu-154B	Omskavia	VKO	29apr98	f/n ODS 01may99; seen ODS may02/oct04, wfu; broken up at ODS spring 2005
75A134	CCCP-85134	Tu-154B	AFL/Moscow-VKO	toc	07feb76	rgd 24feb76; f/n SXF 28may77; year in c/n as such from Soviet/Russian register and MGA document
	CCCP-85134	Tu-154B	AFL/Azerbaijan	trf	05aug78	rgd 24feb76; f/n SXF 28may77; year in c/n as such from Soviet/Russian register and MGA document
	CCCP-85134	Tu-154B	AFL/Krasnoyarsk	trf	20jan84	rgd 24feb76; f/n SXF 28may77; year in c/n as such from Soviet/Russian register and MGA document
76A135	CCCP-85135(1)	Tu-154B	AFL/West Sib.-OVB	mfd	15jun76	toc 04nov91 as life-time expired; l/n KJA jul92/jul93 with wings removed; broken up
	CCCP-85135(1)	Tu-154B	AFL/West Sib.-KEJ	trf	1990	toc 19jan78; rgd 30jan78; f/n IKT apr82; see c/n 92A922
	RA-85135(1)	Tu-154B	Aeroflot	OVB	20apr93	toc 04nov91 as life-time expired; l/n KJA jul92/jul93 with wings removed; broken up
76A136	CCCP-85136(1)	Tu-154B	AFL/West Sib.-OVB	mfd	26jan76	toc 05feb76; rgd 09mar76; f/n VKO 27nov77; seen OVB apr93/aug94 dumped; soc 05oct95 as life-time expired; canx 13oct95; broken up at OVB; see c/n 88A791 and 91A888
76A137	CCCP-85137	Tu-154B	AFL/Ukraine-KBP	toc	06feb76	rgd 25feb76; f/n SXF 07jul76
	CCCP-85137	Tu-154B	AFL/Ukraine-ODS	trf	02jul81	l/n VKO 11sep92
	UR-85137	Tu-154B	Avialini. Ukrayiny	RKT	13nov95	l/n VKO 11sep92
	UR-85137	Tu-154B	Av Ukr c/s, n/t	ODS	08may98	l/n ODS 01may99; was reported for Odessa Airlines; broken up at ODS dec99
76A138	CCCP-85138	Tu-154B	AFL/Kazakhstan-ALA	toc	09feb76	rgd 17feb76; f/n ALA 05may76
	CCCP-85138	Tu-154B	AFL/Krasnoyarsk	trf	12dec78	l/n ODS 01may99; was reported for Odessa Airlines; broken up at ODS dec99
	CCCP-85138	Tu-154B	AFL/Azerbaijan	trf	29dec83	rgd 17feb76; f/n ALA 05may76
76A139	CCCP-85139	Tu-154B	AFL/Northern-LED	mfd	26jan76	soc and canx 27nov91 as life-time expired; l/n BAK 17may96, derelict; broken up
	RA-85139	Tu-154B-1	Aeroflot	LED	03jan93	toc 25feb76; f/n LHR 05mar76; rgd 22mar76; f/n LED 04jul90 as Tu-154B-1; l/n LED 05sep92
76A140	CCCP-85140(1)	Tu-154B	AFL/Moscow-VKO	mfd	feb76	was operated by Pulkovo Avia; soc 13oct93 as life-time expired; l/n LED 27oct94, unmarked; broken up
	RA-85140(1)	Tu-154B-2	Aeroflot	VKO	17jul93	toc 03mar76; rgd 31mar76; f/n VKO 18jun77; opb Vnukovo Airlines since oct92; l/n VKO 15may93 as Tu-154B-2; see c/n 85A716
	RA-85140(1)	Tu-154B-2	Vnukovo Airlines	trf	30aug94	opb Vnukovo Airlines since oct92
76A141	CCCP-85141	Tu-154B	AFL/West Sib.-OVB	mfd	feb76	opb Vnukovo Airlines since oct92
	CCCP-85141	Tu-154B	AFL/Urals	trf	21sep78	oc since oct92; canx 15nov95; soc 01dec95 as life-time expired; seen stored at VKO without engines and titles aug99/aug03; destroyed in an OMON (special police forces) exercise
	RA-85141	Tu-154B-1	Aeroflot	SVX	20apr93	rgd 22mar76; on charge as of 01apr76; f/n DME 14nov77
	RA-85141	Tu-154B-1	Ural Airlines	trf	25jul94	f/n DME 15aug92 as Tu-154B-1
76A142	CCCP-85142	Tu-154B	AFL/Moscow-VKO	mfd	28feb76	f/n MRV 19sep94; l/n SVX 19aug99, wfu, titles removed; soc 14jan00 as life-time expired; canx 24jan00; broken up at SVX
	CCCP-85142	Tu-154B	AFL/Urals-PEE	trf	23jun87	toc 04mar76; rgd 31mar76; f/n VKO dec76
	RA-85142	Tu-154B	Aeroflot	SVX	20apr93	photo RWN 1988
	RA-85142	Tu-154B	Permskiye Avialin.	trf	30mar94	f/n PEE 23aug95, in Aeroflot c/s, no titles, wfu; soc and canx 26apr99 as life-time expired; l/n PEE 16aug99, wfu; broken up at PEE 2005
76A143	552	Tu-154B	Chosonminhang	ARN	24may76	f/n PEE 23aug95, in Aeroflot c/s, no titles, wfu; soc and canx 26apr99 as life-time expired; l/n PEE 16aug99, wfu; broken up at PEE 2005
	P-552	Tu-154B	Chosonminhang	SXF	20jun78	reported with flightplan 'P5-CVB'; l/n SVO 11apr92
	P-552	Tu-154B	Air Koryo	SVO	19apr93	l/n FNJ 24sep16
76A144	LZ-BTK	Tu-154B	Balkan	LHR	03apr76	l/n LGW 04jun77
	LZ-BTK	Tu-154B	Libyan Arab	JED	05nov77	with titles, used for Hadj, returned to Balkan
	LZ-BTK	Tu-154B	Balkan	ret	1978	seen LGW 08oct78; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; l/n KBP 26jun99; wfu jul99; not in fleet list 31dec99; broken up may00
76A145	CCCP-85145	Tu-154B	AFL/East Sib.-IKT	mfd	31mar76	toc 15apr76; rgd 07may76; f/n DME 14nov77
	HA-LIC	Tu-154B	The Best	all	1992	not taken up or delivered; registration was previously a Li-2
	RA-85145	Tu-154B	Aeroflot	OMS	12jun94	not taken up or delivered; registration was previously a Li-2
	RA-85145	Tu-154B	Baikal Airlines	trf	07feb95	wfu IKT and used by rescue services but still intact; seen IKT (N52.266146 E104.38353) jun01/oct16, in full Aeroflot c/s
76A146	CCCP-85146(1)	Tu-154B	AFL/Privolzhsk-KUF	mfd	31mar76	toc 10apr76; rgd 28apr76; f/n GOJ 19jun76; see c/n 86A724
	CCCP-85146(1)	Tu-154B	AFL/East Siberia	trf	17feb79	f/n IKT 26nov81; l/n DME 10sep92
	RA-85146(1)	Tu-154B	Aeroflot	OVB	21apr93	f/n IKT 26nov81; l/n DME 10sep92
	RA-85146(1)	Tu-154B	Baikal Airlines	trf	07feb95	l/n IKT may95, in Aeroflot c/s and titles, engineless/wfu; soc 29nov96 as life-time expired; canx 15dec96; broken up at IKT
76A147	CCCP-85147	Tu-154B	Soviet Gvt/AFL c/s	mfd	19mar76	toc 12may76; rgd 24may76; opb 235 OAO
	CCCP-85147	Tu-154B	AFL/Azerbaijan	trf	18aug76	f/n BAK 26aug76, first Baku-based Tu-154
	CCCP-85147	Tu-154B	Aeroflot c/s, n/t	DME	22may91	f/n BAK 26aug76, first Baku-based Tu-154
	85147	Tu-154B	Aeroflot c/s, n/t		07dec92	f/n BAK 26aug76, first Baku-based Tu-154
	4K-85147	Tu-154B	Aeroflot c/s, n/t	BAK	31dec93	l/n BAK 16may96; broken up
76A148	CCCP-85148	Tu-154B	AFL/Urals-SVX	mfd	apr76	toc 23apr76; rgd 21may76; f/n SVX 12jan77
	CCCP-85148	Tu-154B	AFL/Ukraine-ODS	trf	23jan88	l/n BAK 16may96; broken up
	UR-85148	Tu-154B	Avialini. Ukrayiny	AAL	06dec94	toc 23apr76; rgd 21may76; f/n SVX 12jan77
	UR-85148	Tu-154B	Odessa Airlines	IST	04nov97	l/n IST 08dec95
76A149	CCCP-85149(1)	Tu-154B	Aeroflot/USHVLP	toc	23apr76	l/n ODS 30aug01; canx according jan02 fleet list; seen ODS may02/oct04, wfu; broken up at ODS mar05
	CCCP-85150	Tu-154B	AFL/Georgia	mfd	05apr76	Ulyanovsk Advanced Flying Training College; rgd 07may76; f/n SVO 08apr80; trf 25feb88 to Kryvyi Rih Aeronautical School, with last flight 03mar88 to there; soc and canx 24apr89 as worn out; f/n jul96 (N47.934827 E33.321084); l/n apr16; see c/n 89A797
	CCCP-85150	Tu-154B	AFL/Privolzhsk	trf	12jul84	toc 25apr76; rgd 17jun76; f/n TBS 05nov77, first Tblisi-based Tu-154
	RA-85150	Tu-154B	Aeroflot	KUF	25apr93	opb Samara jul93
	RA-85150	Tu-154B	Samara		15feb94	f/n KUF 19may96; soc and canx 22apr97 as life-time expired; l/n KUF 16sep97, wfu; broken up jan98
76A151	CCCP-85151	Tu-154B	AFL/Kazakhstan-ALA	mfd	19apr76	toc 08may76; rgd 20jul76; f/n ALA 21apr84; f/n ALA 22apr93 as Tu-154B-1
	UN-85151	Tu-154B-1	Kazakhstan Airlines	DME	29jun96	l/n ALA 04jun97/13may98, wfu; broken up at ALA
76A152	CCCP-85152	Tu-154B	AFL/Ukraine	mfd	may76	toc 20may76; rgd 18jun76; f/n SXF 01jun76; l/n VKO 16aug92
	UR-85152	Tu-154B	Avialini. Ukrayiny	VKO	16jul93	l/n ODS 08jul96
	UR-85152	Tu-154B	Av Ukr c/s, n/t	ODS	08may98	l/n ODS 01may99; was reported for Odessa Airlines; broken up at ODS dec99
76A153	CCCP-85153	Tu-154B	AFL/Leningrad	mfd	31may76	on charge as of 01jul76; rgd 12jul76; f/n LGW 19dec76; f/n LED 06sep92 as Tu-154B-1
	RA-85153	Tu-154B-1	Aeroflot	LED	03jan93	l/n ODS 30aug01; canx 17aug01; not in jan02 fleet list; seen ODS may02/oct04, derelict; broken up at ODS mar05
	RA-85153	Tu-154B-1	Pulkovo Avia	trf	24feb95	on charge as of 01jul76; rgd 02jul76; f/n SVO 20jun77; see c/n 10A1000
76A154	CCCP-85154	Tu-154B	AFL/Moscow-VKO	mfd	31may76	f/n KUF 19may96; l/n KUF 16sep97; soc and canx 04mar98 as life-time expired; broken up at KUF
	CCCP-85154	Tu-154B	AFL/Ukraine	trf	21sep87	toc 22jun76; f/n AMS 10jul76; rgd 15jul76; carried additional 'Official Olympic Carrier' titles
	UR-85154	Tu-154B-1	Avialini. Ukrayiny	rgd	21jan93	f/n VKO 18sep94 in Aeroflot c/s and titles; soc and canx 15aug97 as life-time expired; l/n VKO 01sep97, no titles, wfu; broken up
	UR-85154	Tu-154B-1	Avialini. Ukr. n/t	CDG	09feb95	toc 25jun76; f/n AMS 08jul76; rgd 16jul76; carried additional 'Official Olympic Carrier' titles
	UR-85154	Tu-154B-1	Odessa Airlines	EVN	22jun97	f/n KJA 01jul92
76A155	CCCP-85155(1)	Tu-154B	AFL/East Sib.-IKT	mfd	may76	l/n KJA 01jul92
	RA-85155(1)	Tu-154B	AFL/Privolzhsk	trf	unknown	l/n KJA 01jul92
	RA-85155(1)	Tu-154B-1	Samara	trf	24nov94	l/n KJA 01jul92
76A156	CCCP-85156	Tu-154B	AFL/International	mfd	14jun76	l/n KJA 01jul92
	CCCP-85156	Tu-154B	AFL/Moscow-VKO	trf	23may80	l/n KJA 01jul92
	RA-85156	Tu-154B	Aeroflot	VKO	15may93	l/n KJA 01jul92
	RA-85156	Tu-154B	Vnukovo Airlines	trf	30aug94	l/n KJA 01jul92
76A157	CCCP-85157	Tu-154B	AFL/International	mfd	jun76	l/n KJA 01jul92
	CCCP-85157	Tu-154B	AFL/Far East-KHV	trf	23apr80	l/n KJA 01jul92
	RA-85157	Tu-154B-1	Dalavia	trf	01jun93	l/n KJA 01jul92
76A158	CCCP-85158	Tu-154B	AFL/Privolzhsk-UFA	mfd	jun76	l/n KJA 01jul92
	CCCP-85158	Tu-154B	AFL/Armenia	trf	15apr78	l/n KJA 01jul92
	CCCP-85158	Tu-154B	AFL/Azerbaijan	trf	24dec83	l/n KJA 01jul92
	85158	Tu-154B-1	Aeroflot	LED	31may92	l/n KJA 01jul92
	4K-85158	Tu-154B-1	Aeroflot	BAK	dec93	l/n KJA 01jul92
	4K-85158	Tu-154B-1	Aeroflot c/s, n/t	IST	20feb94	l/n KJA 01jul92
76A159	YR-TPA	Tu-154B	TAROM	rgd	09jul76	l/n KJA 01jul92
76A160	CCCP-85160	Tu-154B	AFL/Moscow-VKO	mfd	30jun76	l/n KJA 01jul92
	CCCP-85160	Tu-154B	AFL/Krasnoyarsk	trf	17dec77	l/n KJA 01jul92
	RA-85160	Tu-154B	Aeroflot	ABA	13jul93	l/n KJA 01jul92
	RA-85160	Tu-154B	Khakasia Airlines	trf	25nov93	l/n KJA 01jul92
	RA-85160	Tu-154B	Sibaviatrans	rgd	19aug98	l/n KJA 01jul92
	RA-85160	Tu-154B	Sibaviatrans	rgd	19aug98	l/n KJA 01jul92

76A161	YR-TPB YR-TPB YR-TPB	Tu-154B Tu-154B Tu-154B-1	TAROM all-white c/s, n/t TAROM	rgd ORY LGW	20jul76 27may92 12feb94	seen LHR 22jan77
76A162	CCCP-85162 CCCP-85162 CCCP-85162 EK-85162	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/International AFL/Azerbaijan AFL/Armenia Aeroflot c/s, n/t	mfd trf trf VKO	jul76 15jul77 24dec83 jun93	l/n OTP sep98/may99, wfu; CofA expired 30sep97; canx 05jun01 as broken up toc 11aug76; f/n SVO 04aug76; rgd 30aug76; l/n FRA jun77
76A163	CCCP-85163 CCCP-85163 85163	Tu-154B Tu-154B Tu-154B	Soviet Gvt/AFL c/s AFL/Georgia-TBS Orbi	mfd trf trf	jul76 18jul78 01aug93	seen EVN may96/jun00, wfu; broken up by aug00 toc 25aug76; rgd 07sep76; opb 235 OAO; f/n VKO 14nov77 f/n VKO 13apr92; l/n VKO 08jul92 in basic Aeroflot c/s, no titles; w/o 22sep93 on a flight from Tbilisi to Sukhumi when was shot down on approach to Sukhumi by Abkhaz troops who fired a shoulder-fired SAM from a patrol boat off the coast, the crew attempted a forced landing, but the aircraft crashed onto the runway and caught fire, 8 of the 12 crew and 100 of the 120 passengers (Georgian policemen) killed toc 11aug76; f/n AMS 19aug76; rgd 30aug76; carried additional 'Official Olympic Carrier' titles by jan79
76A164	CCCP-85164 CCCP-85164 RA-85164 RA-85164	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/International AFL/Far East Aeroflot Dalavia	mfd trf KHV trf	jul76 11jun80 24may93 01jun93	w/o 07dec95 (local time, according to UTC 06dec95) on a flight from Yuzhno-Sakhalinsk to Khabarovsk, crashed into Mt. Jausy, 50 km west of Grossevichi, all 8 crew and 90 passengers killed; wreckage found only 18dec95; t/t 13,801 cycles; soc 30jul97; canx 05aug97 toc 13aug76; rgd 01sep76; carried additional 'Official Olympic Carrier' titles; l/n LHR 09jan79 l/n DME 10sep92 as Tu-154B-1 opb KrasAir; l/n DME 23sep94 not in fleet list since 1998; used as a ground instructional airframe by the Siberian State Aerospace University (SibGAU) at Krasnoyarsk-Yemelyanovo (N56.18301 E92.46185), seen jul03/jul16 ('Aeroflot' titles prevailing from at least 2010) toc 26aug76; rgd 07sep76; opb 235 OAO; f/n SVO 01jan77 f/n FRA 07apr93 as Tu-154B-1 l/n MUC 17may95 seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A165	CCCP-85165 CCCP-85165 RA-85165 RA-85165	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/International AFL/Krasnoyarsk Aeroflot KrasAir	mfd trf KJA KJA	04aug76 15oct79 13jul93 03jun01	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A166	CCCP-85166 CCCP-85166 EK-85166 EK-85166	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	Soviet Gvt/AFL c/s AFL/Armenia Aeroflot c/s, n/t Armenian Airlines	mfd trf SHJ ORY	aug76 07jul78 08jul93 14jun95	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A167	CCCP-85167 RA-85167 RA-85167	Tu-154B Tu-154B Tu-154B	AFL/East Sib.-IKT Aeroflot Chita Avia	mfd trf VKO	20aug76 21mar93 07feb95	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A168	CCCP-85168 85168 4L-85168 4L-85168 4L-85168	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Georgia-TBS Orbi Orbi Air Zena Air Georgia	mfd VKO PRG STN FJR	aug76 28aug93 02mar94 11oct97 07apr99	soc 12aug96 as life-time expired; canx 23aug96; l/n HTA 18apr97, in Aeroflot c/s, derelict; broken up toc 07sep76; rgd 14sep76; f/n TBS 11jan77; l/n VKO 13apr92 in basic Orbi c/s; l/n FJR 15dec98 reported as Georgian Airlines jul05; right-hand side has 'Georgia' only, still 'Air Zena' titles as well ?; seen wfu at TBS (N41.675404 E44.952787) nov01/aug13; probably this is the Tu-154 preserved at the Tbilisi Dzneldze Boris helipad (N41.650813 E44.869613) on charge as of 01oct76; rgd 25oct76; opb 107 LO; f/n BAK 07sep77; w/o 19may78 on a flight from Baku to Leningrad when the feeder tank ran dry due to a combination of various factors (but which went unnoticed by the flight engineer) so that all 3 engines flamed out due to fuel starvation while flying at a height of 9,600 metres near Pochinok, the aircraft lost electrical power from the generators which led to instantaneous deflections of the control surfaces (a design deficiency), when the flight engineer re-started one generator some minutes later the control surfaces instantaneously returned to their initial positions which irritated him so that he shut the generator off again, the crew intended to make an emergency landing at Bezhetk, but as height and speed were not sufficient for that the aircraft landed in a field near Khmelyovaya village 5 km south-east of Maksatikha (Kalinin region, N57.767 E35.950), touched trees on the edge of the field, made a hop over a tree belt across the field, collided with a telegraph pole and a trench, broke up, came to rest 1,518 metres behind the first touch-down, caught fire and burnt out, 4 of the 126 passengers killed and 1 out of 8 crew plus 26 passengers injured; t/t 3,308 hours and 1,567 cycles; soc and canx 20jul78 toc 24sep76; rgd 25oct76; f/n TBS 17may77; f/n VKO 21jul91 as Tu-154B-1; reported for Orbi but seen TBS 16may96/27jun00 used for spares; broken up toc 23sep76; rgd 04nov76; f/n ZRH 26jan77; see c/n 91A893 f/n CEK 23aug95, in Aeroflot c/s, no titles; soc 20apr95 as life-time expired; canx 02jun95; seen derelict CEK (N55.300886 E61.497533) aug99/aug01; l/n decl11/nov12, still with tail attached and inner half of wings toc 01oct76; rgd 16nov76; f/n DME 30oct77 l/n IKT may95/jun01 engineless/wfu; trf 07feb95 to Baikal Airlines; not in 2000 fleet list; soc 20jun01 as life-time expired; canx 22jun01; broken up at IKT toc 08oct76; rgd 01nov76; f/n DME oct85 stored this date; was trf 26sep96 to Air Kazakstan, Almaty based, but reported at ARZ-411 since may93; broken up at MRV toc 28oct76; rgd 16nov76; f/n KJA 28oct76, first Krasnoyarsk-based Tu-154; l/n KJA 01jul92
76A169	CCCP-85169	Tu-154B	AFL/Azerbaijan-BAK	mfd	02sep76	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A170	CCCP-85170	Tu-154B	AFL/Georgia-TBS	mfd	sep76	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A171	CCCP-85171(1) RA-85171(1)	Tu-154B Tu-154B-1	AFL/Urals-SVX Chelyabinsk Avia	mfd	sep76 19may93	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A172	CCCP-85172 RA-85172	Tu-154B Tu-154B	AFL/East Sib.-IKT Aeroflot	mfd UUD	sep76 07jun93	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A173	CCCP-85173 UN-85173	Tu-154B Tu-154B-1	AFL/Kazakhstan-ALA Kazakstan Airlines	mfd MRV	27sep76 15may96	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A174	CCCP-85174 RA-85174 RA-85174	Tu-154B Tu-154B Tu-154B	AFL/Krasnoyarsk Aeroflot Khakasia Airlines	mfd DME trf	oct76 20mar93 25nov93	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A175	YR-TPC	Tu-154B	TAROM	rgd	02nov76	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A176	CCCP-85176 CCCP-85176 RA-85176	Tu-154B Tu-154B Tu-154B-1	Soviet Gvt/AFL c/s AFL/Far East-KHV Dalavia	f/f trf trf	10oct76 21jul78 01jun93	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A177	CCCP-85177 CCCP-85177 85177 4K-85177	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/International AFL/Azerbaijan Azerbaijan Al Azerbaijan Al	mfd trf BAK	23oct76 11mar78 10dec92 27feb93	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A178	CCCP-85178	Tu-154B	AFL/International	mfd	12oct76	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A179	CCCP-85178 CCCP-85178 RA-85178	Tu-154B Tu-154B Tu-154B-1	AFL/Krasnoyarsk-KJA AFL/Far East-KHV Dalavia	trf trf trf	28dec79 unknown 01jun93	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A180	CCCP-85179 CCCP-85179 CCCP-85179	Tu-154B Tu-154B Tu-154B	AFL/International AFL/Ukraine AFL/Ukraine-ODS	mfd trf trf	29nov76 10aug80 09jan81	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A181	CCCP-85181 CCCP-85181 RA-85181 RA-85181	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	Avialini. Ukrayiny Avialini. Ukrayiny Odessa Airlines AFL/International AFL/Urals Aeroflot Chelyabinsk Avia Chelyabinsk Avia	VKO STR VKO mfd trf SHJ trf DME	10sep92 08may93 03sep97 nov76 21jun78 feb93 19may93 04jul94	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A182	CCCP-85182 CCCP-85182 RA-85182 RA-85182	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/International AFL/Moscow-VJO Aeroflot Vnukovo Airlines	mfd trf VKO trf	29nov76 14aug80 21mar93 30aug94	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A183	CCCP-85183 RA-85183 RA-85183 RA-85183	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/Urals-SVX Aeroflot Chelyabinsk Avia Chelyabinsk Avia	mfd HEL trf CEK	nov76 03apr93 19may93 23aug95	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A184	CCCP-85184	Tu-154B	AFL/Krasnoyarsk	mfd	dec76	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A185	RA-85184 RA-85184 CCCP-85185(1) RA-85185(1) RA-85185(1)	Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	Aeroflot KrasAir AFL/Far East-KHV Aeroflot Dalavia	KJA DME mfd KHV trf	13jul93 21may96 14dec76 31may93 01jun93	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A186	CCCP-85186	Tu-154B	AFL/Georgia-TBS	mfd	15dec76	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A187	CCCP-85187(1) RA-85187(1) RA-85187(1)	Tu-154B Tu-154B Tu-154B	AFL/Far East-KHV Aeroflot Dalavia	f/f KHV trf	13dec76 28may93 01jun93	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
76A188	CCCP-85188 CCCP-85188	Tu-154B Tu-154B	AFL/Leningrad AFL/Georgia	mfd trf	30dec76 22dec78	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92

	85188	Tu-154B	Aeroflot c/s, n/t	VKO	01sep93	
	4L-85188	Tu-154B	Aeroflot c/s, n/t	VKO	04may94	l/n TBS 16may96 being used for spares; broken up 1997
76A189	CCCP-85189	Tu-154B	AFL/Moscow-VKO	mfd	08jun77	toc 16jun77; rgd 21jun77; f/n VKO 18nov77
	CCCP-85189	Tu-154B	AFL/GosNII GA	trf	17feb78	
	CCCP-85189	Tu-154B	AFL/Moscow-VKO	trf	09mar78	
	CCCP-85189	Tu-154B	AFL/Uzbekistan	trf	08sep85	photo exists, taken at Brand nov90
	UK-85189	Tu-154B	Uzbekistan Airways	TAS	30apr96	canx but date unknown; l/n TAS 05oct97 being cannibalised; broken up by ATB at Tashkent about 2000/01
76A190	CCCP-85190	Tu-154B	AFL/Moscow-VKO	f/f	26jan77	mfd 08jun77; toc 17jun77; f/n VKO 18jun77; rgd 21jun77
	CCCP-85190	Tu-154B	AFL/Far East-KHV	trf	01jun90	
	RA-85190	Tu-154B-1	Dalavia	trf	01jun93	f/n KHV 07jul94, IN Aeroflot c/s and titles; l/n KHV 12may95; wfu in early 1999; soc and canx 26jul99 as life-time expired; broken up at KHV 01mar00
77A191	553	Tu-154B	Chosonminhang	SXF	07mar77	
	P-553	Tu-154B	Chosonminhang	r/r	1978	photo SVO 1985; l/n PEK nov91
	P-553	Tu-154B	Air Koryo	SVO	19apr93	l/n FNJ 19dec09; not in fleet list 30dec06; according to Air Koryo's facebook page, officially retired on 17nov10 and sent to the Aviation Institute in the Son Yang district near to the airport
77A192	CCCP-85192	Tu-154B	AFL/Moscow-VKO	mfd	jan77	toc 12feb77; rgd 24feb77; f/n DME nov77
	CCCP-85192	Tu-154B	AFL/Armenia	trf	25nov77	
	CCCP-85192	Tu-154B	AFL/Azerbaijan	trf	23jul85	
	85192	Tu-154B-1	Aeroflot	BAK	10dec92	with Azeri flag
	85192	Tu-154B-1	Azerbaijan AI	DME	20mar93	l/n DME 07jul93
77A193	4K-85192	Tu-154B-1	Azerbaijan AI	DME	04jul94	l/n DME 23apr97; not on Azerbaijan register 12dec00L broken up probably at Baku
	CCCP-85193	Tu-154B	AFL/Urals-SVX	mfd	31jan77	toc 15feb77; rgd 22mar77; f/n LED 19aug83; l/n IKT 05jul92
	RA-85193	Tu-154B	Aeroflot	DME	02sep93	opb Ural Airlines oct93
	RA-85193	Tu-154B-1	Ural Airlines	trf	25jul94	f/n DME 29jun98; l/n active DME 26nov06; f/n wfu at SVX with missing parts jan08; l/n 27aug09, in many pieces, being broken up
77A194	CCCP-85194	Tu-154B	AFL/Krasnoyarsk	mfd	21feb77	rgd 31mar77; on charge as of 01apr77; f/n DME nov77
	CCCP-85194	Tu-154B	AFL/Kazakhstan	trf	jun92	
	UN-85194	Tu-154B-1	Aeroflot	ALA	23apr93	with Kazakhstan flag
	UN-85194	Tu-154B-1	Aeroflot c/l, n/t	SHJ	dec94	with Kazakhstan Airlines tail c/s
	UN-85194	Tu-154B-1	Kazakhstan Airlines	SHJ	apr96	
	UN-85194	Tu-154B-1	Air Kazakstan	trf	26sep96	Almaty based, but never had titles as such; l/n ALA 30jun99/24sep99, derelict; broken up
77A195	CCCP-85195	Tu-154B	AFL/Kyrgyzstan-FRU	mfd	feb77	toc 06mar77; rgd 29mar77; f/n FRU 12mar77, first Frunze-based Tu-154
	CCCP-85195	Tu-154B	AFL/Krasnoyarsk	trf	28apr78	f/n DME 08apr81; l/n DME 10sep92
	RA-85195	Tu-154B	Aeroflot	ABA	13jul93	
	RA-85195	Tu-154B	Khakasia Airlines	trf	25nov93	
	RA-85195	Tu-154B	Aeroflot c/s, n/t	DME	02sep97	l/n DME 06aug99
	RA-85195	Tu-154B	Khakasia Airlines	ABA	18aug07	wfu, in basic in Aeroflot c/s with titles; already soc 05feb05 as life-time expired; l/n ABA 22apr11; seen ABA 28sep13, without wings
77A196	CCCP-85196	Tu-154B	Aeroflot/UshVLP	mfd	feb77	Ulyanovsk Advanced Flying Training College; rgd 23mar77; on charge as of 01apr77
	CCCP-85196	Tu-154B	AFL/Armenia-EVN	trf	30jun77	f/n DME 30oct77; f/n LED 22jul88 as Tu-154B-1; l/n LED 06sep92
	EK-85196	Tu-154B-1	Aeroflot c/s, n/t	VKO	08sep93	was operated by Armenian Airlines; seen EVN 19jun97/18apr00, wfu; broken up
77A197	CCCP-85197	Tu-154B	AFL/Ukraine-KBP	mfd	feb77	on charge as of 01apr77; rgd 05apr77; f/n SXF 16apr77
	CCCP-85197	Tu-154B	AFL/Armenia-EVN	trf	13oct77	
	CCCP-85197	Tu-154B	AFL/Georgia	trf	21jan88	f/n VKO 27apr93 as Tu-154B-1
	4L-85197	Tu-154B-1	Orbi	VKO	22aug95	l/n VKO 12may96; not in 1997 fleet list; broken up TBS
77A198	CCCP-85198	Tu-154B	AFL/Azerbaijan-BAK	mfd	28feb77	rgd 25mar77; on charge as of 01apr77; f/n SVO apr79
	CCCP-85198	Tu-154B	AFL/Georgia	trf	06apr84	f/n as Tu-154B-1 VKO 11apr91; reported for Orbi but seen TBS may96/jun97 being used for spares; broken up
77A199	CCCP-85199	Tu-154B	AFL/Privolzhsk-KUF	mfd	mar77	on charge as of 01apr77; rgd 15apr77; f/n DME 13nov77
	CCCP-85199	Tu-154B	AFL/Georgia	trf	29sep77	
	CCCP-85199	Tu-154B	AFL/Azerbaijan-BAK	trf	27apr84	l/n DME 22feb92
	85199	Tu-154B-1	Azerbaijan AI	BAK	11dec92	
	4K-85199	Tu-154B-1	Azerbaijan AI	trf	26feb93	l/n BAK 17may96, derelict; not on register 02dec02; broken up at BAK
77A200	CCCP-85200	Tu-154B	AFL/Armenia-EVN	mfd	mar77	toc 30mar77; rgd 20apr77; f/n DME 13nov77
	EK-85200	Tu-154B	Armenian Airlines	VKO	12jun93	in basic ex Aeroflot c/s, no titles
	EK-85200	Tu-154B-1	Armenian Airlines	VKO	30aug95	in basic ex Aeroflot c/s, no titles; seen EVN apr00/mar03, derelict; broken up
77A201	CCCP-85201	Tu-154B	AFL/Moscow-VKO	mfd	18mar77	toc 30mar77; rgd 01apr77; f/n VKO 18jun77
	CCCP-85201	Tu-154B	AFL/Krasnoyarsk	trf	15oct77	
	RA-85201	Tu-154B-1	Aeroflot	KJA	13jul93	l/n DME 21sep98
	RA-85201	Tu-154B-1	KrasAir	DME	16aug96	leased from KrasAir; l/n KJA 27jan02
	RA-85201	Tu-154B-1	Sibaviatrans	KJA	03jun01	still in basic Sibaviatrans c/s; l/n DME 02jul04; wfu 2005; seen KJA aug08/apr09, derelict; broken up at
	RA-85201	Tu-154B-1	KrasAir	DME	08oct02	KJA autumn 2009
77A202	CCCP-85202	Tu-154B	AFL/Krasnoyarsk	mfd	mar77	rgd 15apr77; on charge as of 01jul77; f/n DME 30oct77; l/n KJA 01jul92
	RA-85202	Tu-154B	Aeroflot	DME	07jul93	
	RA-85202	Tu-154B	KrasAir	DME	16aug96	l/n KJA 04jul03, engines missing; current in fleet list jan03; soc 06jun03 as life-time expired; canx 29aug03
77A203	CCCP-85203	Tu-154B	AFL/Georgia-TBS	mfd	18mar77	toc 14apr77; rgd 06may77; f/n DME 13nov77; seen TBS 16may96/27jun00, being used for spares; broken up
77A204	CCCP-85204(1)	Tu-154B	AFL/East Sib.-IKT	mfd	mar77	toc 16apr77; rgd 05may77; f/n IKT late 1977; f/n IKT 06jul92 as Tu-154B-1; see c/n 91A886
	RA-85204(1)	Tu-154B-1	Aeroflot	DME	15may93	
	RA-85204(1)	Tu-154B-1	Baikal Airlines	trf	07feb95	soc 29nov96 as life-time expired; canx 15dec96; broken up probably at Irkutsk
77A205	CCCP-85205	Tu-154B	AFL/Far East-KHV	mfd	mar77	toc 20apr77; rgd 04may77; f/n KHV apr82
	RA-85205	Tu-154B-1	Aeroflot	KHV	28may93	
	RA-85205	Tu-154B-1	Dalavia 01jun93	trf	01jun93	l/n KHV 12may95, in Aeroflot c/s and titles; wfu in early 1998; soc and canx 02jul98 as life-time expired; broken up at KHV apr99
77A206	CCCP-85206	Tu-154B	AFL/Kyrgyzstan-FRU	mfd	apr77	toc 27apr77; rgd 02jun77
	CCCP-85206	Tu-154B	AFL/Far East-KHV	trf	24feb78	f/n KHV apr82
	RA-85206	Tu-154B-1	Dalavia	trf	01jun93	f/n IKT 06jul94, in Aeroflot c/s and titles; l/n KUF 16sep97; wfu in early 1998; soc 06may98 as life-time expired; canx 12may98; broken up at KHV in summer 1998
77A207	CCCP-85207	Tu-154B	AFL/Moscow-VKO	mfd	apr77	toc 19may77; rgd 19may77; f/n LBG 07jun77
	CCCP-85207	Tu-154B	AFL/Far East-KHV	trf	12sep77	
	RA-85207	Tu-154B-1	Aeroflot	KHV	24may93	
	RA-85207	Tu-154B-1	Dalavia	trf	01jun93	l/n KHV 12may95, in Aeroflot c/s and titles; wfu in early 1998; canx 16jun98; soc 16jul98 as life-time expired; broken up at KHV 26sep98
77A208	LZ-BTL (2)	Tu-154B	Balkan	LHR	25apr77	l/n SXF sep90, in full c/s; leased to Laos Air during summer 1991 and later to Palair Macedonian in autumn 1991, in all-white c/s; seen FRA 29jul92, all-white c/s, no titles; wfu VAR late 1996, due to a problem with the wings; l/n VAR sep97/jul02, as such; broken up; see c/n 73A051
77A209	LZ-BTM (2)	Tu-154B	Balkan	LGW	22may77	wfu SOF jan96; l/n SOF 07jan98, as such; broken up oct99; see c/n 73A052
77A210	CCCP-85210	Tu-154B	AFL/Armenia-EVN	mfd	may77	toc 24may77; rgd 08jul77; f/n DME early 1978; still CCCP-17may93
	EK-85210	Tu-154B	Armenian Airlines	AMS	20jun95	in Aeroflot c/s, no titles; l/n DXB 22feb97; not in 1998 Armenian Airlines fleet list; broken up 1998, probably at Yerevan
77A211	CCCP-85211	Tu-154B	AFL/Azerbaijan-BAK	nfd	may77	rgd 23jun77; on charge as of 01jul77; f/n DME 13nov77
	4K-85211	Tu-154B-1	Azerbaijan AI	IST	05may93	l/n BAK 16may96; not in 1998 fleet list, broken up probably at Baku
77A212	CCCP-85212	Tu-154B	AFL/Urals-SVX	mfd	may77	toc 26may77; rgd 23jun77; f/n DME 13nov77
	CCCP-85212	Tu-154B	AFL/GosNII GA	trf	20nov..	year not given in the MGA document
	CCCP-85212	Tu-154B	AFL/Urals	trf	unknown	on charge as of 01jan82
	CCCP-85212	Tu-154B	AFL/Krasnoyarsk	trf	08feb89	
	CCCP-85212	Tu-154B	AFL/Urals	trf	01apr89	l/n DME 26sep91, as Tu-154B-1
	RA-85212	Tu-154B-1	Aeroflot	ALA	23apr93	
	RA-85212	Tu-154B-1	Permskiye Avialin.	trf	30mar94	l/n DME 21may96, in Aeroflot c/s and titles; soc and canx 26apr99 as life-time expired; l/n PEE 16aug99, in Aeroflot c/s, no titles; broken up at PEE
77A213	CCCP-85213	Tu-154B	AFL/Krasnoyarsk	mfd	31may77	on charge as of 01jul77; rgd 11jul77; f/n DME apr82
	RA-85213	Tu-154B	Aeroflot	KJA	13jul93	l/n DME 14may95
	RA-85213	Tu-154B	KrasAir	DME	juil95	soc 17feb97 as life-time expired; canx 17dec97; broken up KJA 1999
77A214	CCCP-85214	Tu-154B	AFL/Leningrad	mfd	may77	toc 04jun77; rgd 08jun77; f/n LHR 01jul77
	CCCP-85214	Tu-154B	AFL/Azerbaijan	trf	06oct77	l/n DME 16apr92
	85214	Tu-154B	AFL/Azerbaijan AI	trf	07mar93	seen on Russian TV as such
	4K-85214	Tu-154B-1	Azerbaijan AI	IST	07mar93	l/n BAK 17may96, derelict; not on register 02dec02; broken up at Baku 2000
77A215	CCCP-85215	Tu-154B	Aeroflot/UshVLP	mfd	18jun77	Ulyanovsk Advanced Flying Training College; on charge as of 01jul77; rgd 19aug77; f/n SVO 09aug80
	CCCP-85215	Tu-154B	AFL/Moscow	trf	31oct85	transfer not mentioned in the MGA document; l/n VKO 05jun92
	RA-85215	Tu-154B	Aeroflot	VKO	21mar93	f/n VKO 01jul95 as Tu-154B-2, in Aeroflot c/s and titles; seen VKO aug97/aug01, derelict, titles removed
	RA-85215	Tu-154B	Vnukovo Airlines	trf	30aug94	and broken up aug01
77A216	CCCP-85216	Tu-154B	Soviet Gvt/AFL c/s	mfd	11jun77	toc 26jul77; rgd 12aug77; opb 235 OAO; f/n VKO 18nov77
	CCCP-85216	Tu-154B	AFL/Far East-KHV	trf	23aug79	
	RA-85216	Tu-154B-1	Aeroflot	KHV	28may93	l/n KHV 12may95, in Aeroflot c/s and titles
	RA-85216	Tu-154B-1	Dalavia	trf	01jun93	
	RA-85216	Tu-154B-1	Dalavia	KHV	31jul01	l/n KHV 04jul04; wfu broken in 2004; broken up at KHV probably in early 2005
77A217	CCCP-85217	Tu-154B	AFL/International	mfd	30jun77	toc 08jul77; rgd 12aug77; already f/n SVO 09jul77; carried additional 'Official Olympic Carrier' titles
	CCCP-85217	Tu-154B	AFL/East Siberia	trf	27apr81	
	CCCP-85217	Tu-154B	AFL/Yakutiya	trf	27mar91	
	RA-85217	Tu-154B	Aeroflot	VKO	21mar93	
	RA-85217	Tu-154B	Sakha Avia	trf	24may94	l/n ROV 14may96, in Aeroflot c/s and titles
	EW-85217	Tu-154B-1	Aeroflot c/s, n/t	HAI	06jun00	opb Gomelavia, photo proof

	RA-85217	Tu-154B-1	Permskiye Avialin.	VKO	11sep00	l/n DME 13aug01; seen DME 03dec01, reportedly no titles; seen VKO 02aug02 again with titles; reported VKO 18sep02 in incident report, opb Avialini 400 on lease from Primeaviaexport LLC 1; l/n VKO jun03/aug04 in VARZ-400 to be scrapped but current on the Russian Register feb04; broken up at VKO aug04
77A218	CCCP-85218 CCCP-85218 UR-85218 UR-85218	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/International AFL/Ukraine Avialini. Ukrayiny Odessa Airlines	mfd trf IST HAJ	jun77 10aug80 03aug93 22aug96	l/n ODS 30aug01; current in jan02 fleet list; l/n ODS may02/oct04 wfu; was last remaining Tu-154 at ODS, seen broken up on the dump mar/apr05 toc 12jul77; f/n SVO 16jul77; rgd 12aug77; carried additional 'Official Olympic Carrier' titles l/n VKO 19may91
77A219	CCCP-85219 CCCP-85219 RA-85219 RA-85219	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/International AFL/Urals Aeroflot Ural Airlines	mfd trf DME trf	30jun77 05oct79 20mar93 25jul94	l/n ODS 30aug01; current in jan02 fleet list; l/n ODS may02/oct04 wfu; was last remaining Tu-154 at ODS, seen broken up on the dump mar/apr05 toc 12jul77; f/n SVO 16jul77; rgd 12aug77; carried additional 'Official Olympic Carrier' titles, seen SXF jul78 and PIK jun79, as such l/n TAS 15apr92
77A220	CCCP-85220 CCCP-85220 RA-85220 RA-85220	Tu-154B Tu-154B Tu-154B Tu-154B-2	AFL/International AFL/Far East-KHV Dalavia Kazakstan Airlines	mfd trf trf KHV	16jun77 31jul81 01jun93 12may99	f/n DME 07may95; f/n as a Tu-154B-2 SVX 30apr04; damaged 30apr04 on a flight from Koltsovo to Moscow when engine # 3 suffered an uncontained failure shortly after take-off, but the aircraft managed to land safely; repaired; l/n SVX 21jun06; wfu 2007 and broken up at SVX rgd 09jul77; toc 29jul77; f/n AMS 13aug77; carried additional 'Official Olympic Carrier' titles l/n VKO 08jul92 f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KUF 29nov98 l/n KHV 04jul04; wfu probably in 2004; scrapped at KHV probably in early 2005
77A221	CCCP-85221 CCCP-85221 UN-85221 UN-85221 UN-85221 UN-85221	Tu-154B Tu-154B-1 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Kazakhstan Aeroflot c/s, n/t Kazakstan Airlines Air Kazakstan AFL/International	mfd trf IST SHJ SHJ trf mfd	01jul77 31jul81 19jun93 08may94 12nov85 26sep96 jul77	Almaty based, with 186 hours left but never reported again since 1995; broken up 1997 probably at ALA toc 04aug77; f/n FRA 15aug77; rgd 19aug77; carried additional 'Official Olympic Carrier' titles, seen LIG sep79 as such
77A222	CCCP-85222 85222	Tu-154B Tu-154B	AFL/Georgia Tbilisi Avn Ent.	trf no	16oct79 reports	was on the Georgian register, but probably did not wear a prefix; w/o 20jul92 on a cargo flight from Tbilisi to Mineralnyye Vody with the MTOW exceeded by at least 2 tonnes and the centre of gravity being out of the envelope (too far forward) when failed to lift on take-off, overran the runway, collided with the building of the localiser 490 metres behind the runway threshold and with the slope of a ravine 190 metres later on, broke up and exploded, all 8 crew and 16 passengers killed toc 14aug77; rgd 01sep77; f/n SVO 16aug77; carried additional 'Official Olympic Carrier' titles; l/n SOF 23jun79, as such
77A223	CCCP-85223 CCCP-85223 CCCP-85223 CCCP-85223 RA-85223 RA-85223 RA-85223 RA-85223	Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/International Cubana AFL/International AFL/Krasnoyarsk Aeroflot Khakasia Airlines Khakasia Airlines	mfd lsd ret trf ABA trf DME	28jul77 15aug79 15nov79 28nov79 13jul93 25nov93 10jul00	l/n KJA 01jul92 seen DME 20aug99, in Aeroflot c/s, no titles seen DME 28aug02; soc 03feb05 as life-time expired; l/n ABA 18aug07, wfu in basic ex-Aeroflot c/s with titles; broken up ABA nov10 f/n LHR 20aug77; seen OTP jun95/aug00 wfu; CofA expired 31oct94; canx 13nov98 as broken up l/n LHR 04mar78
77A224	YR-TPD	Tu-154B	TAROM	rgd	13aug77	f/n LHR 20aug77; seen OTP jun95/aug00 wfu; CofA expired 31oct94; canx 13nov98 as broken up l/n LHR 04mar78
77A225	YR-TPE YR-TPE YR-TPE YR-TPE	Tu-154B Tu-154B Tu-154B Tu-154B	TAROM TAROM Guyana Airways TAROM	rgd rgd lsd ret	30aug77 30aug77 jan87 feb87	l/n OTP sep98/may99 wfu; CofA expired 31oct95; canx 16nov98 as broken up toc 01sep77; rgd 14sep77; f/n VKO 20sep85
77A226	CCCP-85226 CCCP-85226 RA-85226 RA-85226	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/West Siberia AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd trf AUH trf	aug77 01oct88 03may94 15dec94	f/n as Tu-154B-1 RKT 15nov95 f/n IST 22sep97; soc 16mar04 as life-time expired; canx 06may04; broken up at MRV tested to destruction by the SibNIA institute; not mentioned in the Soviet register or MGA document toc 02sep77; f/n SVO 24sep77; rgd 05oct77; l/n LED 17may91 f/n GOJ 22aug99, in Aeroflot c/s and titles; l/n GOJ 26aug97 soc 15dec98 as life-time expired; canx 30dec98; l/n GOJ 04aug01, in Aeroflot c/s, no titles; broken up toc 29aug77; rgd 06oct77; f/n SVO 24sep77; l/n LED 05sep92
77A227	CCCP-85227	Tu-154B	Aeroflot	no	reports	
77A228	CCCP-85228 RA-85228	Tu-154B Tu-154B-1	AFL/Privolzhsk-KUF Nizhni Novgorod Al	mfd trf	30aug77 25nov93	
77A229	CCCP-85229 RA-85229 RA-85229	Tu-154B Tu-154B-1 Tu-154B-1	AFL/Leningrad Aeroflot Pulkovo Avia	mfd STN trf	aug77 30may93 22nov94	soc 22may97 as life-time expired; canx 05jun97; broken up toc 10sep77; rgd 21sep77; f/n VKO 14nov77
77A230	CCCP-85230 CCCP-85230 UN-85230 UN-85230 UN-85230 UN-85230	Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Kazakhstan Aeroflot Aeroflot c/s, n/t Kazakstan Airlines	mfd trf trf SHJ SHJ ALA	31aug77 04nov78 03jun93 08may94 04jun97	with Kazakhstan flag with Kazakhstan flag was trf 26sep96 to Air Kazakstan, Almaty based, but never had such titles; l/n ALA 14may98; not in 2001 fleet list and broken up probably at ALA f/n MRV 28sep77; toc 29sep77; rgd 14oct77; the first Tu-154 based at MRV l/n DME 20mar93 with Kazakhstan flag trf to Air Kazakstan 26sep96 and based at Almaty, but never had such titles; used as a fire-trainer, seen may98/apr05; broken up toc 27sep77; rgd 18oct77; f/n KBP 06may78; l/n VKO 08jul92 l/n IST 22mar96, titles painted out
77A231	CCCP-85231 CCCP-85231 UN-85231 UN-85231	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/N.Kavkaz-MRV AFL/Kazakhstan-ALA Aeroflot Aeroflot c/s, n/t	mfd trf ALA ALA	sep77 22dec78 23apr93 04jun97	trf to Air Kazakstan 26sep96 and based at Almaty, but never had such titles; used as a fire-trainer, seen may98/apr05; broken up toc 27sep77; rgd 18oct77; f/n KBP 06may78; l/n VKO 08jul92 l/n IST 22mar96, titles painted out
77A232	CCCP-85232 UR-85232 UR-85232 UR-85232	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Ukraine-KBP Avialini. Ukrayiny Odessa Airlines	mfd DXB IST	sep77 04may93 13jan97	l/n ODS 09may98; seen ODS may02/oct04 wfu; canx according jan02 fleet list; broken up at ODS apr05 toc 26sep77; rgd 09nov77; f/n VKO 20sep85; seen wfu (without engines) at KUF apr93, still and in full Aeroflot colours; canx 21jan94; soc 15feb94 as trf to Samara according to the MGA document; broken up sep97
77A233	CCCP-85233	Tu-154B-1	AFL/Privolzhsk-KUF	mfd	sep77	toc 30sep77; rgd 19oct77; f/n VNO 14nov77; l/n HAM 03jun84 opb Aerovolgia by jun92; destroyed 19jun92 (local time, according to Moscow time still 18jun92) while being parked at Bratsk next to Tu-154B-1 CCCP-85282, while CCCP-85282 was refueled the fuel truck caught fire due to operator error (the operator was intoxicated), the fuel truck exploded (killing the driver who had tried to remove it from the aircraft) and the fire spread to Tu-154B-1s CCCP-85282 and CCCP-85234 which both burnt out; t/t 31,565 hours and 13,180 cycles; canx 30apr93; soc 15feb94 toc 11oct77; rgd 24oct77; f/n DME 13nov77; l/n DME 12apr91 f/n DME 02jul95, in Aeroflot c/s and titles; not in 1999 fleet list; l/n BAX 24jul00 seen in VARZ-400 jun02/jul04 in Aeroflot c/s, no titles; broken up at Vnukovo 2005 toc 11oct77; rgd 16nov77; f/n LGW 21jan78; l/n LED 05sep92
77A234	CCCP-85234 CCCP-85234	Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Privolzhsk-KUF	mfd trf	11sep77 21nov86	seen mar96 as life-time expired; canx 10jul96; broken up toc 26oct77; rgd 28nov77; f/n VKO 11aug80 l/n DME 16aug92
77A235	CCCP-85235 RA-85235 RA-85235	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/West Sib.-OVB Sibir Chitaavia	mfd trf rgd	18sep77 04apr94 09jun01	seen MRV 15may96/dec99, in Aeroflot c/s and titles, stored fuf at OVB, soc 20jan06 as life-time expired; l/n apr/jul06; broken up at OVB 2007 toc 31oct77; rgd 30nov77; l/n LHR 17feb78; l/n BTK 01jul92 l/n LED 09jun94 soc 18jan96 as life-time expired; canx 02feb96; broken up seen LHR 14oct78; white with titles and logo in red; l/n OTP sep98/jul00, wfu; CofA expired 25jun95; canx 16nov98 as broken up toc 11nov77; rgd 02dec77; f/n VKO early78; l/n DME 10sep92 with Kazakhstan flag with Kazakhstan flag
77A236	CCCP-85236 RA-85236 RA-85236	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Leningrad Aeroflot Pulkovo Avia	mfd trf AMS	sep77 sep77 13jun93	seen MRV 15may96/dec99, in Aeroflot c/s and titles, stored fuf at OVB, soc 20jan06 as life-time expired; l/n apr/jul06; broken up at OVB 2007 toc 31oct77; rgd 30nov77; l/n LHR 17feb78; l/n BTK 01jul92 l/n LED 09jun94 soc 18jan96 as life-time expired; canx 02feb96; broken up seen LHR 14oct78; white with titles and logo in red; l/n OTP sep98/jul00, wfu; CofA expired 25jun95; canx 16nov98 as broken up toc 11nov77; rgd 02dec77; f/n VKO early78; l/n DME 10sep92 with Kazakhstan flag with Kazakhstan flag
77A237	CCCP-85237 CCCP-85237 RA-85237 RA-85237 RA-85237	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/North Kavkaz AFL/West Siberia Aeroflot Aerokuznetsk Sibir	mfd trf DME trf VKO	sep77 24nov88 15may93 31mar94 29jul00	seen MRV 15may96/dec99, in Aeroflot c/s and titles, stored fuf at OVB, soc 20jan06 as life-time expired; l/n apr/jul06; broken up at OVB 2007 toc 31oct77; rgd 30nov77; l/n LHR 17feb78; l/n BTK 01jul92 l/n LED 09jun94 soc 18jan96 as life-time expired; canx 02feb96; broken up seen LHR 14oct78; white with titles and logo in red; l/n OTP sep98/jul00, wfu; CofA expired 25jun95; canx 16nov98 as broken up toc 11nov77; rgd 02dec77; f/n VKO early78; l/n DME 10sep92 with Kazakhstan flag with Kazakhstan flag
77A238	CCCP-85238 RA-85238 RA-85238	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Leningrad Aeroflot Pulkovo Avia	mfd LED trf	24oct77 03jan93 21oct94	seen MRV 15may96/dec99, in Aeroflot c/s and titles, stored fuf at OVB, soc 20jan06 as life-time expired; l/n apr/jul06; broken up at OVB 2007 toc 31oct77; rgd 30nov77; l/n LHR 17feb78; l/n BTK 01jul92 l/n LED 09jun94 soc 18jan96 as life-time expired; canx 02feb96; broken up seen LHR 14oct78; white with titles and logo in red; l/n OTP sep98/jul00, wfu; CofA expired 25jun95; canx 16nov98 as broken up toc 11nov77; rgd 02dec77; f/n VKO early78; l/n DME 10sep92 with Kazakhstan flag with Kazakhstan flag
77A239	YR-TPF	Tu-154B-1	TAROM	rgd	08nov77	
77A240	CCCP-85240 UN-85240 UN-85240 UN-85240 UN-85240	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Kazakhstan-ALA Aeroflot Aeroflot c/s, n/t Kazakstan Airlines	mfd ALA TSE FRA	31oct77 22apr93 22jul94 09sep95	Almaty based; f/n DME aug96; l/n ALA 24sep99; not in 2001 fleet list, broken up at ALA toc 17nov77; rgd 02dec77; f/n VKO early 1978 l/n DME 22may91 seen ASB may96/may09, wfu; not in fleet list feb08; offered for sale in early 2008 with t/t 28,656 hours and 14,531 cycles; broken up at ASB 2012 toc 21nov77; rgd 08dec77; f/n SXF 18feb78; l/n LED 16may91
77A241	CCCP-85241 CCCP-85241 EZ-85241	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Turkmenistan Turkmenistan Al	mfd trf DME	31oct77 20oct78 02sep93	seen ASB may96/may09, wfu; not in fleet list feb08; offered for sale in early 2008 with t/t 28,656 hours and 14,531 cycles; broken up at ASB 2012 toc 21nov77; rgd 08dec77; f/n SXF 18feb78; l/n LED 16may91
77A242	CCCP-85242 RA-85242 RA-85242	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Leningrad Aeroflot Pulkovo Avia	mfd AMS trf	04nov77 09may93 24feb95	l/n LED jul98/dec98, in Aeroflot c/s and titles, wfu; canx 28jan99; soc 05feb99 as life-time expired; broken up toc 09dec77; rgd 22dec77; f/n VKO early 1978 opb 384 LO; w/o 11oct84 on the leg from Krasnodar to Omsk of a flight from Krasnodar to Novosibirsk when collided during the landing run at Omsk-Tsentralny at night with two snow trucks and a jeep (which were equipped neither with flash lights nor with radio receivers), broke up and exploded, 5 of the 9 crew, 169 out of 170 passengers and 4 all persons in the vehicles killed plus 1 crew and 1 passenger injured; soc 31oct84 rgd 19dec77; on charge as of 01jan78; f/n SXF 08apr78; seen KBP 22sep94/19mar97, derelict; broken up on charge as of 01jan78; rgd 02jan78; f/n TAS 29oct79; l/n TAS 15apr92 l/n TAS 05oct97, wfu; broken up 2001 toc 16dec77; rgd 11jan78; l/n DME 23nov82 l/n operational ASB 18may96; see ASB apr02/may09, wfu; offered for sale in early 2008 with t/t 29,307 hours and 14,853 cycles; broken up at ASB 2012 toc 21dec77; rgd 10jan78; f/n DME early 1978; l/n DME 01sep93
77A243	CCCP-85243 CCCP-85243	Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/West Sib.-OVB	mfd trf	nov77 02dec78	
77A244	CCCP-85244	Tu-154B-1	AFL/Ukraine-KBP	mfd	nov77	
77A245	CCCP-85245 UK-85245	Tu-154B-1 Tu-154B-1	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	nov77 08may95	
77A246	CCCP-85246 EZ-85246	Tu-154B-1 Tu-154B-1	AFL/Turkmenistan Turkmenistan Al	mfd DME	30nov77 20may93	
77A247	CCCP-85247	Tu-154B-1	AFL/Tajikistan-DYU	mfd	nov77	

	EY-85247	Tu-154B-1	Tajik Air	LED	27oct94	l/n ALA 24oct97; still in fleet list 07nov03; not in fleet list 01nov04; seen DYU 01sep07, wfu; broken up by 2009
77A248	CCCP-85248	Tu-154B-1	AFL/Uzbekistan-TAS	mfd	dec77	on charge as of 01jan78; rgd 12jan78; f/n SVO apr79; one of the few aircraft in the experimental livery with blue/white/blue fin; still 'CCCP-' 22sep93
77A249	UK-85248 CCCP-85249 85249	Tu-154B-1 Tu-154B-1 Tu-154B-1	Uzbekistan Airways AFL/Uzbekistan-TAS Uzbekistan Airways	TAS mfd TAS	08may95 06dec77 07apr93	canx but date unknown; l/n TAS 05oct97, wfu; broken up 2001 on charge as of 01jan78; rgd 12jan78; f/n VKO 29apr84
77A250	UK-85249 CCCP-85250 CCCP-85250 EZ-85250 4K-85250 EZ-85250	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	Uzbekistan Airways AFL/Turkmenistan Turkmenistan AI Turkmenistan AI Aeroflot c/s, n/t Turkmenistan AI	TAS mfd DME DME DME	08may95 22dec77 20mar93 30aug93 25aug97	canx but date unknown; l/n TAS 05oct97, awaiting scrapping; broken up by ATB at Tashkent 2000/01 toc 28dec77; rgd 11jan78; f/n VKO 20sep85
77A251	CCCP-85251	Tu-154B-1	AFL/Tajikistan-DYU	mfd	dec77	l/n RMI 16sep97; operated by Imair, returned not in fleet list nov99/feb08; seen ASB 26feb06/oct09, wfu; for sale early 2008, t/t 30,838 hours and 15,493 cycles; broken up at ASB 2012
	EY-85251	Tu-154B-1	Tajik Air	DME	02jul95	toc 29dec77; rgd 12jan78; f/n TAS oct85; still CCCP- 02sep93; MGA document gives as trf 01jul93 to Baikal Avia, but see next line
77A252	CCCP-85252 EX-85252	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan-FRU Kyrgyzstan AI	mfd ADB	dec77 10sep94	l/n SHJ 02dec98; still in fleet list 07nov03; not in fleet list 01nov04; seen DYU 01sep07, wfu; broken up by 2009
78A253	CCCP-85253 CCCP-85253 RA-85253	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/N.Kavkaz-ROV AFL/Privolzhsk Nizhni Novgorod AI	mfd trf trf	24jan78 17nov78 25nov93	toc 04jan78; rgd 16jan78; f/n SVO 01sep81 l/n FRU 11may98; seen again FRU jul02/nov04, dumped; in fleet list 31dec03 as stored; broken up 2005 toc 30jan78; rgd 02mar78; f/n VKO 28apr78
78A254	CCCP-85254	Tu-154B-1	AFL/Turkmenis.-ASB	mfd	24jan78	f/n DXB 20feb95, in Aeroflot c/s; l/n GOJ 26aug97; soc 04jul01 aas life-time expired; canx 12sep02; broken up in early mar03
78A255	CCCP-85255 CCCP-85255 RA-85255 RA-85255 RA-85255 RA-85255	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	Soviet Gvt/AFL c/s AFL/Tyumen Aeroflot Tyumen Airlines Tyumen Airlines CNG Transavia, n/t	mfd trf DME trf DME rgd	21aug78 20may83 23apr93 31aug94 02jul95 26jun03	toc 01feb78; rgd 21feb78; opb 369 LO; dbr 18jan88 on the leg from DME to Krasnovodsk of a flight from DME to Ashkhabat when descended too fast on finals to Krasnovodsk at night and touched down with 4.8 g so that the tail broke off, both parts of the aircraft slid off the runway, 6 of the 9 crew injured and 11 of the 137 passengers killed plus 10 injured; t/t 15,859 hours and 8,082 cycles; soc 31mar88 toc 17may79; rgd 28may79; opb 235 OAO f/n AER aug83 l/n TJM 15may95, in Aeroflot c/s and titles l/n VKO 22aug03 f/n VKO 27jun04; seen derelict in VARZ-400 jun05/aug08, no outer wings, titles on left side only; used in fire brigade's exercise at VKO 10sep08; broken up at VKO by 16mar09
78A256	CCCP-85256 RA-85256	Tu-154B-1 Tu-154B-1	AFL/West Sib.-OVV Aerokuznetsk	nfd trf	jan78 31mar94	toc 14feb78; rgd 02mar78; f/n PRG 31aug78; l/n DME 12apr91 l/n DME 13mar96, in Aeroflot c/s and titles; soc and canx 17jul98 as life-time expired; broken up dec98, but location unknown
78A257	CCCP-85257	Tu-154B-1	AFL/Kyrgyzstan	mfd	31jan78	toc 10feb78 according to MGA document; rgd 28feb78 to Kazakhstan directorate according to the Soviet register; f/n DME early 1978; l/n DME 16aug92
78A258	EX-85257 LZ-BTO	Tu-154B-1	Kyrgyzstan AI	ADB	10sep94	not in fleet list 31dec03; l/n FRU sep04/nov04; broken up at FRU
78A259	CCCP-85259 EX-85259	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan-FRU Kyrgyzstan AI	d/d mfd DME	24feb78 21feb78 16may95	wfu SOF oct97; l/n SOF 04dec98; not in fleet list 31dec99; broken up may00 toc 03mar78; rgd 21mar78; f/n SVO apr79; l/n SHJ 23jan94 stored FRU since at least dec03 as per fleet list, l/n sep04/nov04; broken up at FRU 2005
78A260	CCCP-85260 CCCP-85260 EW-85260 EW-85260	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Leningrad AFL/Belarus Aeroflot Belavia	mfd trf MSQ MSQ	21feb78 29jun86 08sep93 09sep94	toc 07mar78; rgd 04apr78; f/n HEL 02sep78 still CCCP- 09jul93
78A261	CCCP-85261 RA-85261 RA-85261	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/West Sib.-OVV Aeroflot Sibir	mfd DME trf	19feb78 20mar93 29dec94	seen MSQ 02sep97/24sep99, engineless, wfu; broken up toc 06mar78; f/n ZRH 12mar78; rgd 05apr78; l/n IKT 06jul92
78A262	YR-TPG	Tu-154B-1	TAROM	rgd	01apr78	seen aug94/jun98 in full Aeroflot c/s with additional 'Sibir' titles; soc and canx 28sep98 as life-time expired; preserved as an internet cafe at Kogalym (N62.256565 E74.479436) since 1999, seen with 'Lukoil-Zapadnaya Sibir' (Western Siberia) titles and 'Lukoil' badge jan05; l/n mar14/23may15; seen in basic Lukoil c/s without registration 19jul15; l/n may16
	UN-85777(2) UN-85777(2) UN-85777(2)	Tu-154B-2 Tu-154B-2 Tu-154B-2	Yuzhnaya Air Scorpio Air Scorpio c/s	ALA ALA DME	28jun99 oct99 01jun01	f/n LHR 15apr78; f/n as Tu-154B-2 SXF jun90; l/n OTP sep98/may99, wfu; CoFA expired 30sep97; canx 17jun99 l/n ALA 24sep99; ex TAROM; see c/n 93A959 l/n SHJ 03jan01; c/n checked no titles; broken up 2005 probably at ALA
78A263	CCCP-85263 RA-85263 RA-85263	Tu-154B-1 Tu-154B-1 Tu-154B-2	AFL/Privolzhsk Aeroflot Nizhni Novgorod AI	mfd FRA trf	mar78 15jan93 25nov93	on charge as of 01apr78; rgd 06may78; f/n DME 11mar79 l/n GOJ 22aug95 as Tu-154B-2 f/n SHJ 07oct99, in Aeroflot c/s, no titles; l/n SHJ 21nov99; wfu in 2000 with 16,000 cycles; soc 10mar03 as life-time expired; ;/n GOJ 16jan04, awaiting scrapping; canx 19may04; broken up at GOJ
78A264	CCCP-85264 CCCP-85264 RA-85264 RA-85264	Tu-154B-1 Tu-154B-1 Tu-154B-2 Tu-154B-2	AFL/North Kavkaz AFL/Privolzhsk Aeroflot Samara	mfd trf KUF trf	22mar78 10dec78 25apr93 24nov94	toc 30mar78; rgd 17apr78; f/n VKO early 1978 f/n as Tu-154B-2 KUF 05jan87 f/n SHJ 10feb96; soc 11nov00 as lif-time expired and canx same day; l/n KUF 28jun02; reportedly scrapped jan08
78A265	CCCP-85265 CCCP-85265 RA-85265	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Privolzhsk-UFA Bashkirian AI	mfd trf trf	22mar78 18oct78 unknown	toc 31mar78; rgd 13apr78; f/n VKO early 1978 l/n DME 23feb92 on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles; seen UFA 12jun94 as Tu-154B-2; f/n DME 27aug95 in full c/s; soc and canx 21sep98 as life-time expired; broken up at UFA dec98 toc 31mar78; rgd 19apr78; f/n DME 24mar86
78A266	CCCP-85266 CCCP-85266 RA-85266 RA-85266	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-2	AFL/Tajikistan-DYU AFL/Far East-KHV Dalavia Dalavia	mfd trf trf KHV	mar78 05aug91 01jun93 12may99	f/n KHV 02jun93, in Aeroflot c/s and titles; l/n KHV 12may95, engineless l/n LED 06aug00; soc 17jul01 as life-time expired; canx 26jul01; broken up at KHV
78A267	CCCP-85267 RA-85267 RA-85267	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Privolzhsk-KUF Aeroflot Samara	mfd KUF trf	14mar78 25apr93 24nov94	toc 07apr78; rgd 06may78; f/n LED 05apr86; l/n DME 22may91 f/n KUF 19may96, basic AFL c/s with titles and simple logo, old cheatline later removed; l/n DME 30sep05; broken up at KUF 2007
78A268	CCCP-85268 CCCP-85268	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan-FRU AFL/Georgia-TBS	mfd trf	31mar78 06apr90	toc 07apr78; rgd 11may78; f/n DME 20sep85 dbr 20oct90 on the leg from Kutaisi to Kiev of a flight from Kutaisi to Leningrad with the centre of gravity being out of the envelope (too far forward) when failed to rotate on take-off, the crew aborted the take-off above V1, the aircraft overran the runway by 781 metres and suffered substantial damage, 2 of the 7 crew injured while all 164 passengers escaped unhurt; t/t 23,472 hours and 10,227 cycles
78A269	CCCP-85269	Tu-154B-1	AFL/Ukraine-KBP	mfd	21apr78	l/n KBP 13may78; rgd 17jul78; on charge as of 01jul78; seen KBP jun93/mar97, derelict probably due to landing mishap 05sep92 after left main gear failed to extend on landing Kiev
78A270	LZ-BTJ LZ-BTJ LZ-BTJ	Tu-154B-1 Tu-154B-1 Tu-154B-1	Balkan c/s Balkan Palair Macedonian Balkan	SOF trf ZRH LGW	10sep78 may89 12may91 jul93	long-time Bulgarian leader; 'TJ' reportedly stood for 'Todor Jivkov' (French transcription of Zhivkov), the l/n VKO 11apr91 l/n DUS 24apr93 in all-white c/s with 'Balkan' and small additional 'Bulgarian Airlines' titles on fuselage over wings; l/n as such DUS 15jun99; seen BUD 01aug99 with just small 'Bulgarian Airlines' titles on fuselage over wings, reportedly operating for Hemus Air; l/n active DRS 11sep99; last flight 16sep99 (SOF-VAR); stored at VAR, seen jun02/feb09; trucked away from Varna airport 03sep09; assembled again by a shipyard at Varna and painted with a lot of advertising; submerged as an artificial reef in the Black Sea about 700 metres off Sveti Konstantin and Elena 25may11, in some 22 metres of water
78A271	CCCP-85271 UN-85271 UN-85271	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Kazakhstan-ALA Aeroflot c/s, n/t Kazakhstan Airlines	mfd DME HAJ	apr78 30aug93 oct95	toc 28apr78; rgd 02jun78; f/n ALA 22apr84; l/n DME 15may93 with Kazakhstan flag was trf 26sep96 to Air Kazakhstan, Almaty based, but never had such titles; l/n ALA 24sep99 wfu; broken up at ALA
78A272	CCCP-85272 UK-85272	Tu-154B-1 Tu-154B-1	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd DME	21apr78 16jun94	toc 28apr78; rgd 22may78; f/n TAS 15mar79; l/n TAS 15apr92 wfu 21oct90; l/n TAS 31jul99; broken up at TAS
78A273	CCCP-85273 CCCP-85273 RA-85273 RA-85273 RA-85273 RA-85273 RA-85273 RA-85273	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/N.Kavkaz-ROV AFL/West Siberia Aeroflot Omskavia Chernomur-Soyuz Sibaviatrans Norilsk Avia	mfd trf BAK trf VKO VKO rgd	14apr78 20dec78 07dec92 05jun94 08aug98 06aug99 13oct99	toc 06may78; rgd 31may78 f/n DME 31mar86; l/n DME 16aug92 f/n VKO 24aug97 not in 1999 fleet list l/n VKO 22aug99; not in 2000 fleet list soc 10nov04 as life-time expired; l/n MRV 27aug05 in ARZ, no titles, aircraft partially scrubbed to bare metal; broken up by 11jun06 rgd 25may78; on charge as of 01jul78; f/n HEL 26jul78
78A274	CCCP-85274 CCCP-85274 85274	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Leningrad AFL/Armenia Aeroflot	mfd trf BAK	28apr78 19jun84 07dec92	with Azeri flag
78A275	4K-85274 CCCP-85275 CCCP-85275 RA-85275	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	Azerbaijan AI Soviet Gvt/AFL c/s AFL/Privolzhsk Bashkirian AI	DME mfd trf trf	30aug93 28apr78 unknown unknown	l/n BAK 14apr01, wfu; not in 1998 fleet list, broken up at BAK toc 06jun78; rgd 14jun78; opb 235 OAO on charge as of 01oct79; f/n SVO 12apr80; l/n DME 12apr91 on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles; seen FJR 16apr95 in full c/s; l/n UFA 18aug99, derelict; soc 29aug01 as life-time expired; broken up by nov01; canx 04jan02 toc 30mar78; rgd 28jun78; f/n DME apr82; l/n ALA 22apr93
78A276	CCCP-85276 UN-85276 UN-85276	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Kazakhstan-ALA Kazakhstan Airlines Air Kazakstan	mfd ALA trf	24may78 jun95 26sep96	Almaty based; f/n HAJ 22mar97; l/n ALA 24sep99; not in 2001 fleet list, broken up
78A277	YR-TPH	Tu-154B-1	TAROM	rgd	06jun78	f/n LHR 10jun78; canx 06feb81; crashed into sea on approach to Nouadhibou 07aug80
78A278	LZ-BTP	Tu-154B-1	Balkan	d/d	26may78	wfu SOF may99; l/n SOF jun99 as such; scrapped may00

78A279	CCCP-85279	Tu-154B-1	AFL/International	mfd	may78	toc 08jun78; f/n SXF 19jun78; rgd 30jun78; carried additional 'Official Olympic Carrier' titles, seen FRA aug78, as such; l/n LGW 03jul83
	CCCP-85279	Tu-154B-1	AFL/Armenia-EVN	trf	30dec83	
	EK-85279	Tu-154B-1	Aeroflot c/s, n/t	SHJ	20jan94	l/n DXB 18nov97; reported for Armenian Airlines
	EK-85279	Tu-154B-1	Golis Airlines	SHJ	17feb99	l/n SHJ 05apr99, small sticker only
	EK-85279	Tu-154B-1	Aeroflot c/s, n/t	EIN	26may99	opf Armenian Airlines; seen stored EVN oct01/may04; broken up at EVN
78A280	CCCP-85280(1)	Tu-154B-1	AFL/International	mfd	03jun78	toc 23jun78; f/n ZRH 16jul78; rgd 17jul78; l/n AMS 28jul79
	CCCP-85280(1)	Tu-154B-1	AFL/East Sib.-IKT	trf	28nov79	l/n VKO 19may91
	RA-85280(1)	Tu-154B-1	Aeroflot	DME	07jul93	
	RA-85280(1)	Tu-154B-2	Chita Avia	trf	09feb95	f/n DME 06jul98
	RA-85280(1)	Tu-154B-2	Sayany Airlines	SVO	16jun99	leased from Chita Avia; operations ceased 2001
	RA-85280(1)	Tu-154B-2	Chita Avia	rgd	12jan01	wfu 2006
	RA-85280(1)	Tu-154B-2	Sayany Airlines	HTA	10may07	stored, in basic AFL c/s, Sayany titles and logo; l/n HTA oct10/nov16, stored
78A281	CCCP-85281	Tu-154B-1	AFL/International	mfd	22jun78	toc 29jun78; f/n FRA 02jul78; rgd 17jul78; carried additional 'Official Olympic Carrier' titles; l/n FRA 14aug78, as such
	CCCP-85281	Tu-154B-1	AFL/Tajikistan	trf	24dec79	
	EY-85281	Tu-154B-1	Tajik Air	DME	06sep93	w/o 17dec97 when crashed shortly before landing at SHJ; wreck l/n on the airfield feb99
78A282	CCCP-85282	Tu-154B-1	Soviet Gvt/AFL c/s	mfd	23jun78	toc 06jul78; rgd 17jul78; opb 235 OAO; f/n LHR 18sep79; l/n GVA 22jul80
	CCCP-85282	Tu-154B-1	AFL/Urals-SVX	trf	23apr81	destroyed 19jun92 (local time, according to Moscow time still 18jun92) on a stop-over at Bratsk during a flight from Yekaterinburg to Vladivostok, while the aircraft was refueled the fuel truck caught fire due to operator error (the operator was intoxicated), the fuel truck exploded (killing the driver who had tried to remove it from the aircraft) and the fire spread to Tu-154B-1s CCCP-85282 and CCCP-85234 which both burnt out; soc 03dec92 as life-time expired
78A283	CCCP-85283	Tu-154B-1	Soviet Gvt/AFL c/s	mfd	30jun78	toc 15jul78; rgd 25jul78; opb 235 OAO
	CCCP-85283	Tu-154B-1	AFL/Privolzhsk	trf	09apr81	f/n DME 20sep85
	RA-85283	Tu-154B-1	Bashkirian Al	trf	unknown	on charge as of 01jul92; seen UFA 11jul93 in Aeroflot c/s and titles
	RA-85283	Tu-154B-1	Bashkirian Al	IST	31aug95	f/n IST 05jun97 as Tu-154B-2; l/n UFA 13aug99, wfu but still in fleet list 31dec00; soc 10aug01 as life-time expired; broken up at UFA 2003
78A284	CCCP-85284	Tu-154B-1	Soviet Gvt/AFL c/s	mfd	04jul78	toc 11jul78; rgd 21jul78; opb 235 OAO; l/n VKO 11aug80
	CCCP-85284	Tu-154B-1	AFL/Urals	trf	19mar81	l/n DME 22may91
	RA-85284	Tu-154B-1	Aeroflot	DME	04may94	
	RA-85284	Tu-154B-1	Aeroflot c/s, n/t	PEE	23aug95	l/n SHJ 16mar98
	RA-85284	Tu-154B-1	Permskiye Avialin.	trf	16feb95	f/n PEE 15jan98; l/n operational DME 21sep03; seen PEE (N57.922161 E56.024872) jun06/sep10, wfu, without engines; l/n aug14, missing the front part of the nose and middle fuselage, with the Tail chopped off
78A285	CCCP-85285	Tu-154B-1	AFL/International	mfd	24jul78	toc 28jul78; f/n FRA 29jul78; rgd 22sep78; carried additional 'Official Olympic Carrier' titles, seen FRA feb79 and LHR apr79 as such
	CCCP-85285	Tu-154B-1	AFL/East Sib.-IKT	trf	28dec79	
	CCCP-85285	Tu-154B-1	AFL/Moldova	trf	10aug89	last overhaul completed 08jun90; l/n VKO dec90
	CCCP-85285	Tu-154B-1	Air Moldova	FRA	14aug92	l/n FRA 02jan93, with Air Moldova titles and white tail, photo proof
	ER-85285	Tu-154B-1	Air Moldova	rgd	29mar94	already f/n VKO 02sep93 !; l/n VKO 30aug95
	ER-85285	Tu-154B-1	GACO	WAW	jan97	l/n VKO 03sep97; wfu, for sale; canx 16nov98
	RA-85285	Tu-154B-1	Donavia	ROV	22jul00	sold by United Styles Corp. on behalf of Aviazapchast' at Chisinau with t/t 26,794 hours for \$ 135,000; seen KIV jul03/mar05, stored, without titles; broken up 05jul06
78A286	CCCP-85286	Tu-154B-1	AFL/International	mfd	25jul78	toc 30jul78; rgd 22sep78; carried additional 'Official Olympic Carrier' titles; overran runway ARN on aborted take-off nov78
	CCCP-85286	Tu-154B-1	AFL/Uzbekistan	trf	24dec79	l/n TAS 15apr92
	UK-85286	Tu-154B-2	Uzbekistan Airways	MRV	15may96	seen stored this day; in fleet list 30oct00 as under repair and jan03 as repaired; not in fleet list 14dec07; broken up
78A287	CCCP-85287	Tu-154B-1	AFL/International	mfd	31jul78	toc 04aug78; f/n ARN 08aug78; rgd 22sep78; carried additional 'Official Olympic Carrier' titles, seen as such LHR mar80
	CCCP-85287	Tu-154B-1	AFL/Privolzhsk-GOJ	trf	27may88	f/n PRG 06oct88
	RA-85287	Tu-154B-1	Aeroflot	LED	20jun93	
	RA-85287	Tu-154B-1	Nizhni Novgorod Al	trf	25nov93	l/n GOJ 22aug95, in Aeroflot c/s and titles
	RA-85287	Tu-154B-1	Aeroflot c/s, n/t	DXB	28nov98	l/n DXB 27mar99
	RA-85287	Tu-154B-1	Zavod 411	rgd	15may01	
	RA-85287	Tu-154B-1	KavMinVody Avia	IST	13feb02	leased from ARZ-411; l/n IST 26sep02
	RA-85287	Tu-154B-2	Permskiye Avialin.	PEE	jun03	leased from ARZ-411
	RA-85287	Tu-154B-2	Permskiye Avialin.	rgd	29sep04	l/n operational SHJ 03may07; reportedly wfu in spring 2007 l/n PEE nov10, wfu, without engines and cut in two by 23apr13; the forward fuselage and the nose moved to the scrapyard (N57.957346 E56.124947), visible on GE images may14/sep15
78A288	CCCP-85288	Tu-154B-1	AFL/Ukraine-KBP	mfd	31jul78	toc 04aug78; f/n SXF 12aug78; rgd 18aug78
	UR-85288	Tu-154B-1	Avialini. Ukrayiny	VKO	28aug93	
	UR-85288	Tu-154B-1	Av Ukr c/s, n/t	HEL	05aug96	l/n ODS 01may99; not in 2000/2001 Odessa Airlines fleet list; broken up at ODS early 2000
78A289	CCCP-85289	Tu-154B-1	AFL/Moscow-VKO	mfd	aug78	toc 18aug78; rgd 20sep78
	CCCP-85289	Tu-154B-1	AFL/West Sib.-OVb	trf	29nov78	f/n DME 04aug90
	RA-85289	Tu-154B-1	Aeroflot	DME	12apr93	
	RA-85289	Tu-154B-1	Aerokuznetsk	trf	31mar94	l/n DME 23apr97, in Aeroflot c/s and titles
	RA-85289	Tu-154B-1	Aerokuznetsk	DME	18aug97	l/n DME 27nov97; soc 18aug99 as further use economically not viable; canx 27oct99; broken up
78A290	CCCP-85290	Tu-154B-1	AFL/Moscow-VKO	mfd	aug78	toc 31aug78; rgd 20sep78; f/n DME 11mar79
	CCCP-85290	Tu-154B-1	AFL/Kazakhstan	trf	22nov78	not canx from Soviet register; reportedly broken up 1993 location unknown but probably at Karaganda
78A291	CCCP-85291	Tu-154B-1	AFL/West Sib.-OVb	mfd	20aug78	toc 29aug78; rgd 28sep78; f/n ALA oct85; l/n YKS 03jul92
	RA-85291	Tu-154B-1	Aeroflot	DME	20mar93	
	RA-85291	Tu-154B-1	Omskavia	trf	30mar94	f/n FJR 22feb95; seen DME 23apr97 as Tu-154B-2
	RA-85291	Tu-154B-2	no titles	VKO	01jul98	in basic Omskavia c/s; l/n VKO 06aug99; reportedly sold to Chernomor-Soyuz
	RA-85291	Tu-154B-2	East Line	SHJ	15sep99	
	RA-85291	Tu-154B-2	Chernomor Avia	SHJ	01nov00	l/n SHJ 08feb04
	RA-85291	Tu-154B-2	Karat	VKO	15may05	l/n with titles VKO 24jun05; titles removed by jun06; l/n SVO 06jul06
	RA-85291	Tu-154B-2	Aeroflot-Nord	SVO	09jul06	in white/grey c/s, carried 'Aeroflot-Nord' titles plus 'Karat' logo until aug06; seen without 'Karat' logo SVO 03sep06; canx and offered for sale in 2007; sat wfu at MRV, with titles only on left-hand side, some parts missing, l/n feb09; scrapped at MRV starting around 19mar10, only nose and tail remained by 22mar10
78A292	CCCP-85292	Tu-154B-1	AFL/West Sib.-OVb	mfd	aug78	toc 31aug78; rgd 28sep78; f/n DME 25sep86; l/n VVO 27mar92
	RA-85292	Tu-154B-1	Aeroflot	DME	02sep93	
	RA-85292	Tu-154B-1	Sibir	trf	29dec94	f/n VKO 15may95; l/n LED 12jul00; canx 10oct00; soc 12oct00 as life-time expired; reportedly broken up at OVB may07
78A293	CCCP-85293	Tu-154B-1	AFL/N.Kavkaz-ROV	mfd	31aug78	toc 07sep78; rgd 28sep78
	CCCP-85293	Tu-154B-1	AFL/Azerbaijan	trf	01dec78	f/n LED 24oct81
	CCCP-85293	Tu-154B-1	AFL/Leningrad	trf	18jun84	l/n LED 06sep92
	RA-85293	Tu-154B-1	Aeroflot	AMS	04apr93	
	RA-85293	Tu-154B-1	Pulkovo Avia	trf	01may95	f/n BLQ 23jun96 as Tu-154B-2; l/n LED 2.may99; soc 06sep99 as life-time expired; canx 03apr00; broken up at LED apr00
78A294	CCCP-85294	Tu-154B-1	AFL/Kyrgyzstan-FRU	mfd	01sep78	toc 07sep78; rgd 29sep78; f/n LED 24oct81
	CCCP-85294	Tu-154B-1	Kyrgyzstan Al	FRU	01jul93	
	85294	Tu-154B-1	Kyrgyzstan Al	SHJ	04nov93	with the 'h' in the titles on the starboard side; l/n SHJ 09nov93
	EX-85294	Tu-154B-1	Kyrgyzstan Al	FRU	09may95	with the 'h' in the titles on the starboard side; stored FRU since at least dec03 as per fleet list, l/n sep04/nov04; broken up at FRU jan05
78A295	CCCP-85295	Tu-154B-2	AFL/Moscow-VKO	mfd	sep78	toc 21sep78; rgd 13oct78
	CCCP-85295	Tu-154B-2	AFL/North Kavkaz	trf	17apr87	f/n VKO 31aug81
	RA-85295	Tu-154B-2	Aeroflot	VKO	15may93	
	RA-85295	Tu-154B-2	Donavia	trf	25nov93	f/n ROV 14may96; l/n ROV 30aug00; soc 18may01 as life-time expired; canx 31may01; remains only (broken up) seen ROV 13aug01
78A296	CCCP-85296	Tu-154B-2	AFL/Moscow-VKO	mfd	sep78	toc 04oct78; rgd 19oct78; f/n VKO 11aug80; l/n VKO 11sep92; opb Vnukovo Airlines nov92
	RA-85296	Tu-154B-2	Aeroflot	VKO	21mar93	opb Vnukovo Airlines; dbr 25dec93 during hard landing at Grozny-Severnny; soc 04may94; canx 30may94; sat at Grozny-Severnny until destroyed in air raid by Russian AF Su-25s 24nov94 or 30nov94
78A297	CCCP-85297	Tu-154B-2	AFL/Moscow-VKO	mfd	sep78	toc 05oct78; rgd 19oct78; f/n VKO 11aug80; l/n VKO 13apr92; soc 04may94 as frt to SibNIA; canx 30may94; tested to destruction by the SibNIA institute; photo exists
78A298	CCCP-85298	Tu-154B-2	AFL/Leningrad	mfd	sep78	toc 02oct78; rgd 13oct78; f/n LED 11feb79; l/n LED 05sep92
	RA-85298	Tu-154B-2	Aeroflot	LED	13jun93	
	RA-85298	Tu-154B-2	Pulkovo Avia	trf	22nov94	soc 07may96 as life-time expired; canx 10jul96; broken up
78A299	CCCP-85299	Tu-154B-2	AFL/Moscow-VKO	mfd	30sep78	toc 09oct78; rgd 19oct78; f/n AER 18aug80; l/n VKO 11sep92
	RA-85299	Tu-154B-2	Aeroflot	LED	14jun93	
	RA-85299	Tu-154B-2	Vnukovo Airlines	trf	30aug94	l/n VKO 01sep97, in Aeroflot c/s and titles
	RA-85299	Tu-154B-2	Aeroflot c/s, n/t	VKO	07jul00	seen VKO sep00/aug04, stored on belly without engines; l/n aug04, all windows and many other parts missing; broken up at VKO dec04
78A300	CCCP-85300	Tu-154B-2	AFL/Leningrad	mfd	20oct78	toc 31oct78; rgd 28nov78; f/n LED 19aug83; l/n LED 06sep92
	RA-85300	Tu-154B-2	Aeroflot	LED	10sep93	
	RA-85300	Tu-154B-2	Pulkovo Avia	trf	22nov94	soc 12sep96 as life-time expired; canx 23sep96; broken up
78A301	CCCP-85301	Tu-154B-2	AFL/Moscow-VKO	mfd	oct78	toc 01nov78; rgd 14nov78' f/n VKO 14sep86
	RA-85301	Tu-154B-2	Aeroflot	ALA	22apr93	
	RA-85301	Tu-154B-2	Vnukovo Airlines	trf	30aug94	l/n VKO 24aug97, in Aeroflot c/s and titles; soc and canx 30jul98 as life-time expired; broken up at VKO 1999
78A302	CCCP-85302	Tu-154B-2	AFL/Moscow-VKO	mfd	20oct78	toc 01nov78; rgd 14nov78; seen VKO 02jul87
	CCCP-85302	Tu-154B-2	AFL/Arkhangel.-ARH	trf	23apr90	l/n SVO 09sep92
	RA-85302	Tu-154B-2	Aeroflot	SVO	20apr93	
	RA-85302	Tu-154B-2	Arkhangelsk Al	trf	22feb94	still in Aeroflot c/s with titles; l/n ARH 03may06, no engines, parts missing; broken up ARH 2006

78A303	CCCP-85303 RA-85303	Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot	mfd VKO	oct78 05jul93	toc 31oct78; rgd 14nov78; f/n SVO 17sep85
78A304	CCCP-85304 CCCP-85304 CCCP-85304	Tu-154B-2 Tu-154B-2 Tu-154B-2	KavMinVody Avia AFL/Moscow-VKO AFL/Latvia	trf mfd trf	15dec94 oct78 10jun88	l/n MRV 15may96, engineless; soc 05oct03 as life-time expired; canx 06may04; broken up at MRV toc 17nov78; rgd 12dec78; f/n VKO 11aug80
78A305	CCCP-85305 RA-85305 RA-85305	Tu-154B-2 Tu-154B-2 Tu-154B-2	Vnukovo PO Aeroflot KavMinVody Avia	trf VKO trf	18jan89 05jul93 30aug94	featured in the Russian movie 'Kiks' shot in 1992; l/n VKO 16aug92
78A306	CCCP-85306 RA-85306	Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot	mfd trf	31oct78 25nov93	l/n ROV 13may96; l/n ROV 13aug01, wfu; broken up at ROV sep01 toc 01dec78; rgd 12dec78; f/n VKO 11aug80
78A307	CCCP-85307 RA-85307 RA-85307 RA-85307 RA-85307	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot Aviaexpresscruise KavMinVody Avia Gromov Air	mfd VKO trf VKO rgd	23nov78 02sep93 15dec94 24aug97 21mar03	l/n ROV 13may96, in Aeroflot c/s, no titles; soc 01jul97 as live-time expired; canx 15oct97; broken up at ROV toc 30nov78; rgd 12dec78; f/n VKO 11aug80
78A308	CCCP-85308 RA-85308 RA-85308	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia	mfd VKO trf	15nov78 02sep93 25nov94	l/n under rework in ARZ-411 at MRV 15may96, in bare metal l/n ATH 30sep01 in basic KavMinVody Avia c/s; f/n VKO 15may03; l/n VKO 26aug04
78A309	CCCP-85309 CCCP-85309 RA-85309 RA-85309 RA-85309	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV AFL/N.Kavkaz-ROV Aeroflot Donavia Donavia	mfd trf LED trf ROV	dec78 1978 17jun93 25nov93 13may96	l/n active MRV 21aug08; wfu in autumn 2008; l/n MRV dec10, wfu; broken up at MRV before may11 toc 04dec78; rgd 26dec78; f/n KBP 27oct79; l/n LED 17apr92
78A310	CCCP-85310 CCCP-85310 RA-85310	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan-FRU AFL/Urals Ural Airlines	mfd trf trf	nov78 01may90 25jul94	l/n ROV 13may96, in Aeroflot c/s and titles, engineless; soc 06aug98 as life-time expired; canx 17aug98; broken up probably at ROV toc 05dec78; rgd 26dec78
78A311	CCCP-85311	Tu-154B-2	AFL/Uzbekistan-TAS	mfd	30nov78	l/n ROV 14jul94, in Aeroflot c/s and titles soc and canx 18may01 as life-time expired; l/n ROV 13aug01, wfu; broken up at ROV aug09 toc 09apr79; rgd 19apr79; f/n DME 21apr84 given as Arkhangelsk in the MGA document, in error ? l/n SVX 23aug95, in Aeroflot c/s and titles, engineless; soc and canx 19feb99 as life-time expired; broken up at SVX 2000
78A312	CCCP-85312 CCCP-85312 RA-85312 RA-85312 RA-85312 RA-85312 RA-85312 RA-85312 RA-85312 RA-85312	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tajikistan-DYR AFL/Tyumen Aeroflot SP Air white/purple, n/t Avial Regul Freight Regul Kraft, n/t Atlant-Soyuz Gromov Air, n/t	mfd trf DME BOJ VKO DME DME rgd VKO SHJ	14dec78 28nov87 15may93 aug96 20may00 15jan02 mar02 02dec03 19aug04 28nov04	on charge as of 01jan79; rgd 02jan79; opb 219 LO; f/n TAS 16mar79; w/o 10jul85 on the leg from Karshi to Ufa at night of a flight from Karshi to Leningrad, the aircraft climbed at low speed in warmer than normal air and reached an altitude of 11,600 metres at just 400 km/h, power was not sufficient to accelerate at that altitude, the aircraft lost speed due to uncoordinated action of the crew, stalled at 290 km/h, entered a flat spin and crashed in the desert 68 km north-east of Uchukuduk (at N42°24' E64°17'), all 9 crew and 191 passengers killed, the heaviest death-toll in Soviet aviation history; t/t 12,443 hours and 5,660 cycles; soc and canx 24sep85
78A313	CCCP-85313 CCCP-85313 85313 EX-85313	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan-FRU Kyrgyzstan Al Kyrgyzstan Al China Glory	mfd FRU SHJ FJR	dec78 jul93 22dec93 10apr95	leased from Permskiye Avialinii; l/n PEE feb98 reportedly opb Vnukovo Airlines; l/n VKO 11sep00 still in white/purple/red c/s; l/n IST 13feb02 still in white/purple/red c/s; l/n 21oct03, titles not noted since sep03 still in white/purple/red c/s
78A314	CCCP-85314 CCCP-85314 RA-85314 RA-85314	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/West Siberia AFL/Tyumen Aeroflot Tyumen Airlines	mfd trf DME trf	dec78 11jul91 07jul93 31aug94	leased from Regul Kraft 07aug03/01nov04; still in white/purple c/s; named 'San Sanych'; l/n VKO 02sep04 still in white/purple/red c/s; named 'San Sanych'; l/n active SAW 01nov06; used as a ground trainer by the fire brigade at Machachkala, came to rest on its tail due to a mistake and was seen again MCX 26jun13 stored; no longer visible on GE by nov14 broken up toc 23dec78; rgd 08jan79; f/n SVO 23jun79
78A315	CCCP-85315 CCCP-85315 CCCP-85315 RA-85315 RA-85315	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Aeroflot/UshVLP Mineral. Vody PO AFL/Ulyanovsk HFS Aeroflot Ulyanovsk HFS	mfd trf trf trf trf	23dec78 22mar89 unknown 10sep93 18apr95	l/n DME 06may94 and RKT 25jan96; l/n FRU 11may98; seen FRU jul02/nov04, dumped; in fleet list 31dec03 as stored; broken up 2005 toc 11jan79; rgd 25jan79; f/n SVO apr79
78A316	CCCP-85316 UR-85316 UR-85316	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny Lugansk Airlines	mfd rgd VSG	dec78 21jan93 27apr99	l/n TJM 15may95, in Aeroflot c/s and titles; canx 25jun97; soc 03jul97 as life-time expired; broken up probably at TJM Ulyanovsk Advanced Flying Training College; toc 30dec78; rgd 11jan79; photo aug85 in Flight International
78A317	CCCP-85317 CCCP-85317	Tu-154B-2 Tu-154M	Tupolev OKB Tupolev OKB	mfd f/f	late78 1980	on charge as of 01jul89; f/n ANC 25may90; l/n ULY 09sep92
79A318	CCCP-85318 CCCP-85318 CCCP-85318 RA-85318 RA-85318 RA-85318	Tu-154M Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	LII im. Gromova LII im. Gromova AFL/GosNII GA AFL/Moscow-VKO AFL/Privolzhsk Nizhni Novgorod Al	trf ZIA mfd trf trf trf	late80s 06may94 oct16 07mar79 30aug80 09apr87 25nov93	seen ULY 26jun02, in Aeroflot c/s and titles; l/n ULY jun05/apr09 engineless; GE shows still present 2015 (N54.268705 E48.234005) toc 05jan79; rgd 19jan79; f/n SXF 31mar79 f/n VKO 29jul93; l/n FJR 22feb95
79A319	CCCP-85319 RA-85319 RA-85319	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals-SVX Aeroflot Ural Airlines	mfd SVX trf	22jan79 20apr93 25jul94	no titles; canx 17mar00; broken up 2007 probably at Lugansk converted to the Tu-154M prototype; not mentioned in the Soviet register or the MGA document in Aeroflot c/s; underwent joint state trials 01jun81 to 14aug81 (Tupolev OKB, GosNII GA, LII and TsAGI); after conversion was possibly given the c/n 700 in Aeroflot c/s; converted to the Tu-154M-LL; with digital fly-by wire control system and digital engines controls; f/n ZIA 16aug92; l/n ZIA 03sep93 Tu-154M-LL; in Aeroflot c/s; l/n ZIA 21aug99; seen ZIA 15aug01, in dark blue/grey c/s with large FACT - 'Future Aircraft Control test-bed' titles; l/n ZIA 05oct15 Tu-154M-LL; in dark blue/grey c/s with large FACT - 'Future Aircraft Control test-bed' titles toc 05jul79; rgd 25jul79; f/n SVO 29dec79
79A320	LZ-BTR (2) CCCP-85742 RA-85742 RA-85742 RA-85742 UN-85742 UN-85742	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Balkan AK Blagoveshchensk Aeroflot Amurtransaero Aeroflot Jana Arka Atryau Airways	mfd d/d DME trf BQS SHJ SHJ	jan79 22dec91 06may94 18dec94 20apr97 27nov98 13jan01	seen GOJ aug01/aug04, in Aeroflot c/s, no titles, stored; soc 16may05 as life-time expired; seen aug05, just the fuselage without the tail; broken up toc 27jan79; rgd 06feb79; f/n LED 16may85
79A321	CCCP-85321	Tu-154B-2	AFL/Far East-KHV	mfd	jan79	l/n SVX 23aug95; l/n DME 14nov08; last flight 14nov08 (DME-SVX); seen SVX dec08/may10 wfu, with the port wind shield covered by plastic and tape as if it was broken; scrapped at SVX by 16sep12, only the tail section remaining f/n AMS 24feb79; see c/n 73A051 & 87A760 toc 24feb92; rgd 15apr92; f/n DME 16aug92, in basic ex Balkan c/s
79A322	CCCP-85322 UK-85322	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	jan79 05oct97	l/n SHJ 28nov00 seen with additional 'Terra Incognita' titles may01/apr05; l/n active SHJ 01may05; l/n ALA 20feb08, wfu in poor condition minus engines; still seen stored ALA 14nov08/22mar09; broken up at ALA jun10 toc 08feb79; rgd 19feb79; dbr 08oct80 on the leg from Barnaul to Chita of a flight from Alma-Ata to Khabarovsk with the centre of gravity being out of the envelope (too far forward) when came in too fast and well above the glide-path on finals to Chita-Kadala, the captain failed to go around and 'forced' the aircraft down and it touched down 240 metres before the runway threshold, the landing was so hard that the tail broke off and the gear struts collapsed, 2 of the 10 crew and 2 of the 174 passengers injured; soc 06nov80
79A323	CCCP-85323 CCCP-85323 CCCP-85323	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT AFL/Yakutiya Sakha Avia	mfd trf trf	31jan79 18may89 24may94	l/n DME 03jun92 not in 1997 fleet list, but current as such on Russian register mar03
79A324	CCCP-85324 CCCP-85324 ER-85324 UN-85324 RA-85324	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot AFL/Krasnoyarsk AFL/Moldova Air Moldova Taraz Wings Airc. Yamal	NER mfd trf rgd IST rgd	mar10 23feb79 13sep90 27jul93 01sep98 02aug99	derelict, first sighting as RA- still with Aeroflot titles; reported broken up jan13 on charge as of 01apr79; rgd 11apr79
79A325	HA-LCM HA-LCM 4K-325	Tu-154B-2 Tu-154B-2 Tu-154B-2	MALÉV no titles Turan Air	mfd BUD BAK	08feb79 09sep98 18may00	f/n VKO 27jul93; seen PRG jul97 with additional 'Balkan' titles; canx 27jul98
						f/n DME 15aug99; l/n LED 12jan08; reported in VARZ-400 nov08 and reportedly opf Zapolyarye since jan09; l/n in VARZ-400 15sep09 with only middle part of fuselage remaining d/d 24feb79; rgd 28feb79; first Tu-154B-2 delivered to MALÉV; grounded 07apr97 after completing last commercial flight this date from Milan; stored at Ferihegy, titles and logo removed 30aug98, registration removed 04sep98 registration painted up again and flown 10sep98 to receive CoFA; delivered to Baku as such 23sep98 and canx same date l/n BAK 12mar03; current on Azerbaijan register 20nov03; l/n Gyandzha jun04, derelict and broken up

79A326	HA-LCN	Tu-154B-2	MALÉV	mfd	09feb79	rgd 28feb79; d/d 03mar79; f/n LHR 09jun79; first Tu-154 in new MALÉV livery 12jan89; its last service 29mar01 (PRG-BUD) was the last MALÉV Tu-154 service; MALÉV markings removed by 09apr01; delivered to VKO 03may01 for Avial and canx same day; t/t 26,327 hours and 16,464 cycles
	--	Tu-154B-2	ex MALÉV c/s, n/t	VKO	16aug01	no visible marks; impounded by Russian Customs; l/n VKO 05sep01; owned by Ladoga according to court order dated 03nov03; broken up, exact location (Samara-Bezmyanka) ?
79A327	CCCP-85327	Tu-154B-2	AFL/Krasnoy.-ABA	mfd	24feb79	toc 14apr79; rgd 16may79; last overhaul completed 25nov82; f/n VKO 18sep85 dbr 21may86 on a flight from Chelyabinsk to DME when passed a zone of heavy rainfall and icing at 3,600 m altitude on approach to DME, as the de-icing system of the pitot tube had not been activated, IAS soon dropped and showed incorrectly as 0, tempting the crew to enter a steep dive (up to 100 m/s) to avoid stall (although the flight was normal !), the aircraft recovered from the dive at 800 m, suffering a g-load of 3.2, no-one was injured; the crew tried to cover-up the incident, but when the aircraft was fuelled up for the next flight the fuel poured out of the wing tanks as they had been damaged by the g-load; dbr/written off on account of permanent structural deformations caused by excessive g-loads; t/t 11,922 hours 02 minutes and 4,687 cycles; soc and canx 18jul86; trf 02sep86 to the LII GA; used as ground instructional airframe by the MGTU GA technical school at SVO (N55.986083 E37.442486); l/n aug11 and broken up by aug12
79A328	CCCP-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals-SVX Aeroflot Aeroflot c/s, n/t SP Air Aeroflot c/s, n/t Ural Airlines TyumenAviaTrans Ural Airlines	mfd DME SVX DXB LCA PRG UFA	28feb79 20mar93 23aug95 05nov95 01nov98 30dec99 12aug01	l/n DXB 23mar96; bought from Ural Airlines l/n SVX 19aug99 wfu; bought back by Ural Airlines l/n SVX 12may01
79A329	CCCP-85329 CCCP-85329 85329	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV AFL/Azerbaijan Aeroflot	mfd rgd trf	28feb79 01feb84 11dec92	f/n SVX 06jul03; l/n SVX 24aug03, titles scrubbed out; soc 18oct04 as life-time expired; broken up rgd 28mar79; on charge as of 01apr79; f/n SXF 08jul83 l/n DME 16apr92 with Azerbaijani flag
79A330	4K-85329 CCCP-85330 CCCP-85330 RA-85330 RA-85330	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Azerbaijan AI AFL/Azerbaijan-BAK AFL/North Kavkaz Aeroflot KavMinVody Avia	mfd mfd trf SHJ trf	16may95 20mar79 03feb84 09mar93 15dec94	not in 1998 fleet list; l/n BAK 14apr01; not on register 02dec02; broken up toc 27mar79; rgd 06apr79; f/n SVO apr79 f/n FRA 13jan97; soc 10mar03 as life-time expired; fuselage used as a rescue-trainer by the KavMinVody Avia training centre at MRV, seen aug05/jul14 toc 30mar79; rgd 17may79; f/n HEL 23jun79 01mar85 according to the MGA document; ferried from the Soviet Union to Poland 07may85; returned 17sep88; see next line
79A331	CCCP-85331 CCCP-85331	Tu-154B-2 Tu-154B-2	AFL/Northern-LED LOT	mfd lsd	mar79 23jan85	on paper only ?, see lease details on the previous line
79A332	CCCP-85331 CCCP-85331 EW-85331 CCCP-85332 CCCP-85332 CCCP-85332 85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 RA-85332 RA-85332 RA-85332 RA-85332	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Belarus Belavia AFL/East Sib.-IKT AFL/Moldova Air Moldova Air Moldova, n/t Air Moldova, n/t Air Moldova Air Terrex Air Moldova Air Trp Europe Air Moldova Balkan Chemomor Avia KavMinVody Avia Zavod 411 GA	trf trf BOJ mfd trf VKO SXF rgd FRA BTS FRA BTS PRG PRG rgd rgd FJR	22mar86 01jan89 04sep94 06mar79 06jun89 05jun92 03apr93 12apr94 06nov93 jul94 10sep94 09jun96 aug97 sep97 02jun99 02apr03 08jan07	l/n MSQ 07sep93 sat wfu at MSQ, seen 12may96/21aug96; broken up toc 14apr79; rgd 15may79; f/n IST apr82 leased to Bosphorus Airways this date f/n FRA 26may93 now wearing titles l/n BTS 10sep96 in basic ex Aeroflot c/s with additional 'Chartered by Balkan' titles on the rear fuselage in basic ex Aeroflot c/s with only 'Chartered by Balkan' titles on the rear fuselage; canx 16oct98 f/n VKO 17jun99; l/n IST 14jul03, see dates next line ! leased from ARZ-411 since 17mar03; f/n PFO 06sep03; CofA expired in 2004 opb Daghestan Airlines; in white/red/blue c/s with unknown badge (Zavod 411 GA ?) on fin, no titles; l/n SHJ 13sep08
79A333	RA-85332 CCCP-85333 CCCP-85333 CCCP-85333 CCCP-85333 RA-85333 RA-85333 RA-85333 RA-85333 RA-85333 RA-85333 RA-85333	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AeroRent AFL/Tajikistan-DYR AFL/GosNII GA AFL/Kazakhstan AFL/GosNII GA SVO Research Inst SVO Research Inst SAAK Stavrop. Avia IRS Aero	VKO mfd trf trf trf AMS SVO lsd rgd	08nov08 26mar79 14apr81 08may84 10oct84 12nov92 14apr97 jun97 16jun98	seen MRV 07sep10; l/n SAW 24oct11, active; seen parked MRV 21aug13/04dec13 toc 14apr79; rgd 16may79; f/n SVO 09aug80 l/n SVO 14aug92 Aeroflot c/s Aeroflot c/s, no titles Aeroflot c/s, no titles; l/n SVO jul98, see next line was leased from Sheremetyevo Research Institute; f/n SVO dec98; seen wfu in VARZ-400 at VKO aug02/aug06, slowly being broken up; the forward fuselage was seen in 2012 at the training complex at Kashira (N55.427896 E37.808318) near Domodedovo toc 13apr79; rgd 17may79; f/n LED 07jul79
79A334	CCCP-85334 CCCP-85334 CCCP-85334 RA-85334 RA-85334	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad LOT Aeroflot Aeroflot Pulkovo Avia	mfd lsd ret DUS trf	09apr79 02may86 16jun86 28mar93 22nov94	f/n LED 17apr92 l/n LED 20oct00 f/n LED 21jul01; stored at LED without engines, being cannibalised, seen may/nov05; broken up at LED may07
79A335	CCCP-85335 CCCP-85335 RA-85335	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s AFL/Tyumen Tyumen Airlines	mfd trf trf	apr79 15jun90 31aug94	f/n SVO apr79 and Sperenberg 02jun79; rgd 14jun79; l/n Sperenberg 14dec80 rgd 02jul90; l/n DME 16aug92 f/n VKO 04jul95; l/n DME 25aug97; not in fleet list 27oct00 but current as such on Russian register mar03 and seen wfu TJM aug03/aug04; offered for sale on the Internet 16jun04; soc 22dec05 as life-time expired; broken up mfd 13apr79; toc 25apr79; rgd 17may79; photo in 1981; damaged jan87 when there was a problem with the flaps at Novosibirsk; repaired
79A336	CCCP-85336 RA-85336 RA-85336 RA-85336	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Far East-KHV Aeroflot Dalavia Dalavia	f/f KHV trf KHV	04apr79 28may93 01jun93 12may99	l/n KHV 12may95, in Aeroflot c/s and titles, engineless last flight 05mar06 (KRR-KHV); t/t about 45,000 hours (the highest t/t of all KHV Tu-154s); scrapped at KHV jun06; cockpit separated and to be used for training, l/n sep06 toc 23apr79; rgd 17may79; f/n LED 29nov82; l/n DME 10sep92 opb Ural Airlines f/n LCA 21sep95; last flight 16apr09 (30 year 'calendar' life-time ran out that day); l/n SVX aug10, wfu; broken up 16jul12, only tail left toc 27apr79; rgd 16may79; opb 1-y Krasnoyarski OAO; photo nov82; w/o 23dec84 on a flight from Krasnoyarsk to Irkutsk at night when engine # 3 suffered an uncontained failure 2 minutes after take-off (due to a manufacturing defect), the turbine blades destroyed electrical and fuel lines so that a fire broke out, the aircraft went out of control when the hydraulic system failed and crashed near Krasnoyarsk, all 7 crew and 103 of the 104 passengers killed and the sole survivor seriously injured; t/t 8,955 hours and 3,581 cycles; soc 28may85
79A337	CCCP-85337 RA-85337 RA-85337	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals Aeroflot Ural Airlines	mfd DME trf	17apr79 23may93 25jul94	toc 08may79; rgd 06jul79; f/n SVO 23jun79 l/n MSQ 07sep93 l/n MSQ 09sep97; not in 1999 fleet list; broken up toc 08may79; rgd 17may79; f/n LED 20aug80 opb KavMinVody Avia since at least may94 f/n SHJ 02dec95; l/n IST 31aug98; soc 11mar04 as life-time expired; broken up at MRV toc 30may79; rgd 02jul79; f/n DME 20sep85; l/n VKO 13apr92 f/n LED 20jun93, in Aeroflot c/s and titles; l/n KHV 12may95 l/n KHV 31aug06; wfu in 2006 because of expired life-cycle; broken up sep07, photo of forward fuselage and tail section 11sep07
79A338	CCCP-85338	Tu-154B-2	AFL/Krasnoy.-KJA	mfd	19apr79	f/n LHR 06oct79; CofA expired 17sep93; canx 18jan96 as scrapped rgd 08jun79; on charge as of 01jul79 f/n LGW 12jul86; l/n LED 05sep92 l/n LED 22oct00 l/n LED 28apr01 f/n LED 20jul01; not in fleet list oct03/feb05; stored at LED, (N59.796514 E30.255398) in basic Aeroflot c/s, no titles, registration on nose wheel door only, seen aug02/aug12; seen LED 24sep12 with 'uchebyny' (training) titles; l/n oct16 toc 01jun79; rgd 14jun79; f/n AER aug83; l/n LED 16jun93 stored TAS, l/n 25may04; for sale feb07; not in fleet list 14dec07; canx before dec07; broken up toc 08jun79; rgd 25jun79; f/n DME 18sep85 with white tail; l/n VKO 16aug92
79A339	CCCP-85339 CCCP-85339 EW-85339	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT AFL/Belarus Belavia	mfd trf TLV	apr79 16may89 04may94	l/n IST 24jul98; not in fleet list nov99/feb08, but present at ASB 15apr02; seen ASB 26feb06/oct09, wfu; offered for sale in early 2008 with t/t 28,940 hours and 14,463 cycles; broken up at ASB 2012 toc 02jun79; f/n FRA 17jun79; rgd 04jul79 l/n LED 05sep92
79A340	CCCP-85340 RA-85340 RA-85340	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd LED trf	26apr79 11sep93 15dec94	in Aeroflot c/s; soc 23jun00 as life-time expired; l/n LED 22oct00; canx 27nov00; seen LED nov00/aug02 stored and with titles scrubbed; broken up toc 15jun79; rgd 04jul79; f/n PRG 30jun79
79A341	CCCP-85341 RA-85341 RA-85341	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Far East-KHV Dalavia Dalavia	mfd trf AOJ	18may79 01jun93 04jul99	
79A342	YR-TPI	Tu-154B-2	TAROM	rgd	04jun79	
79A343	CCCP-85343 CCCP-85343 RA-85343 RA-85343 RA-85343	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoy.-KJA AFL/Leningrad Aeroflot Aeroflot c/s, n/t Pulkovo Avia	mfd trf BRU LED trf	18may79 18apr85 10oct92 10nov00 22nov94	
79A344	CCCP-85344 UK-85344	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	24may79 08may95	
79A345	CCCP-85345 CCCP-85345 CCCP-85345 85345 EZ-85345	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Turkmenistan Aeroflot c/s, n/t Turkmenistan AI Turkmenistan AI Turkmenistan AI	mfd VKO VKO AUH LED	18may79 14aug92 11sep92 07apr93 16jun93	
79A346	CCCP-85346 CCCP-85346 RA-85346 RA-85346	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Aeroflot Pulkovo Avia	mfd trf SVO trf	28may79 10sep79 19mar93 22nov94	
79A347	CCCP-85347 CCCP-85347	Tu-154B-2 Tu-154B-2	AFL/International AFL/Privolzhsk	mfd trf	may79 28sep79	

79A348	CCCP-85347	Tu-154B-2	AFL/Privolzhsk-KZN	trf	19oct85	first Kazan-based Tu-154
	RA-85347	Tu-154B-2	Bashkirian Al	trf	unknown	on charge as of 01jul92; seen DME 20mar93, in Aeroflot c/s and titles
	RA-85347	Tu-154B-2	Bashkirian Al	UFA	29aug97	l/n UFA 12aug01; reported wfu UFA nov01; soc 16oct02 as life-time expired; canx 26jan04; broken up
	CCCP-85348	Tu-154B-2	AFL/East Sib.-IKT	mfd	20jun79	toc 25jun79; rgd 06jul79; f/n IKT 23sep86
79A349	CCCP-85348	Tu-154B-2	AFL/West Siberia	trf	28dec89	
	RA-85348	Tu-154B-2	AFL/Yakutiya	trf	06aug91	f/n VKO 11sep92
	RA-85348	Tu-154B-2	Aeroflot	YKS	13may95	has additional 'Respublika Sakha' titles and Sakha flag
	RA-85348	Tu-154B-2	Sakha Avia	trf	20jul95	f/n YKS 14aug03; seen YKS jul04/mar13, derelict, without engines; broken up at YKS
79A350	CCCP-85349	Tu-154B-2	AFL/International	mfd	19jun79	toc 22jun79; f/n SXF 29jun79; rgd 30jul79
	CCCP-85349	Tu-154B-2	AFL/Tajikistan	trf	06oct79	
	CCCP-85349	Tu-154B-2	AFL/Privolzhsk	trf	26dec87	
	RA-85349	Tu-154B-2	Bashkirian Al	trf	unknown	on charge as of 01jul92; f/n OVB 20apr93, in Aeroflor c/s and titles; seen UFA 12jun94, in full c/s and titles; l/n UFA aug99/jun15, stored
79A351	UR-85350	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	f/n DUS 14jul79; rgd 25jul79; on charge as of 01oct79; seen FRA 19jul92, without the Soviet flag on the tail; l/n CDG 05sep92, as such
79A352	CCCP-85351	Tu-154B-2	AFL/West Sib.-OVB	mfd	29jun79	f/n STR 09apr93; l/n KBP 11sep99, derelict/wfu; canx 01oct99; broken up at KBP
	RA-85351	Tu-154B-2	Aerokuznetsk	trf	31jan94	toc 06jul79; rgd 20sep79; f/n DME 24mar86
79A353	CCCP-85352	Tu-154B-2	AFL/Krasnoyarsk	mfd	04jul79	f/n LED 30oct94, in Aeroflot c/s and titles; l/n DME 26aug95; soc 11aug99 as life-time expired; canx 27oct99; broken up
	EW-85352	Tu-154B-2	Belavia	LIU	18nov93	rgd 25jul79; on charge as of 01oct79; f/n KJA 29apr80
79A354	CCCP-85353	Tu-154B-2	Soviet PVO/AFL c/s	rgd	09oct79	l/n MSQ 07sep93
	CCCP-85354	Tu-154B-2	AFL/Armenia	mfd	jul79	l/n MSQ 17aug03; not in 1999 fleet list, broken up
79A355	CCCP-85354	Tu-154B-2	AFL/Yakutiya	trf	19jun87	opb 978 vtap PVO at Klin; already f/n Sperenberg 14sep79; canx but date unknown; seen wfu at Klin
	RA-85354	Tu-154B-2	Aeroflot	SVO	19apr93	dec01/jun08; offered for sale at Russian privatisation agency may05, was with 78 octae at Klin at that time; sold to East Wind 02feb06 but see l/n date above; reported 28oct10 as not present and has been broken up
	RA-85354	Tu-154B-2	Sakha Avia	trf	20jul95	toc 03jul79; rgd 09aug79; f/n DME 20sep85
	CCCP-85355	Tu-154B-2	AFL/Kazakhstan-ALA	mfd	20jul79	not in 2000 fleet list !; f/n YKS aug03; seen YKS jul04/jul06, wfu; in fleet list 04may09 as wfu; l/n YKS jun09, engineless; broken up at YKS 2012
79A356	CCCP-85356	Tu-154B-2	AFL/Moscow	mfd	23jul79	toc 26jul79; rgd 24aug79; opb 218 LO; f/n DME 1980; w/o 08jul80 (local time, according to Moscow time still 07jul80) on the leg from Alma-Ata to Rostov-na-Donu at night of a flight from Alma-Ata to Simferopol when got caught by a rare combination of strong winds (down draught of up to 14 metres per second combined with a tail wind of up to 20 metres per second) at a height of 150 metres when the flaps were retracted, the aircraft started to descend rapidly, could not be recovered, came down with 400 km/h in a wheat field on the eastern outskirts of Alma-Ata (3,400 metres behind the runway), bounced twice, ended up in two ditches, broke up and caught fire, destroying 6 houses (4 of them on ul. Fouceyeva) in the process, all 10 crew and 156 passengers killed plus 9 persons on the ground injured; t/t 2,438 hours and 1,124 cycles; soc and canx 29aug80
	CCCP-85356	Tu-154B-2	AFL/Uzbekistan	trf	23apr86	toc 31jul79; rgd 09aug79; f/n VKO 11aug80
79A357	UK-85356	Tu-154B-2	Uzbekistan Airways	TAS	08may95	l/n TAS 15apr92
	CCCP-85357	Tu-154B-2	AFL/Urals	mfd	31jul79	l/n TAS 10apr02; in fleet list oct00/jan03 as stored; not in fleet list 14dec07; broken up
79A358	RA-85357	Tu-154B-2	Aeroflot	DME	04feb94	toc 01aug79; rgd 09aug79; f/n LED 02sep88; l/n SVX 20apr93
	RA-85357	Tu-154B-2	Ural Airlines	trf	25jul94	f/n SHJ 28mar95; seen SVX 07mar10/26may12, stored; broken up 2012
	CCCP-85358	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	31jul79	toc 14aug79; rgd 17aug79; opb 235 OAO; f/n SVO 08apr80
	CCCP-85358	Tu-154B-2	AFL/East Siberia	trf	16jun81	
79A359	CCCP-85358	Tu-154B-2	AFL/Privolzhsk-REN	trf	jun91	l/n DME 16apr92
	RA-85358	Tu-154B-2	Aeroflot	DME	20mar93	seriously damaged 29dec93 during emergency landing at Omsk when the starboard main gear unit failed to extend, but repaired
	RA-85358	Tu-154B-2	IDF Tatarstan	IST	26sep96	l/n IST 16dec99; leased from Avialinii Tatarstana
	RA-85358	Tu-154B-2	Avial. Tatarstana	KHI	09oct00	confirmation of titles welcome
79A360	RA-85358	Tu-154B-2	Karat	trf	03jul01	leased from Iron Dragonfly; named 'Suyumbike' after the last empress of the Kazan Khanate who was defeated by Tsar Ivan IV the Terrible, reportedly thus named while still operated by IDF; f/n VKO 15aug01; seen VKO 18feb02 with the name painted out; eventually rgd to Karat 29aug02; l/n GOJ aug/nov07, wfu and being cannibalised; to be broken up
	CCCP-85359	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	aug79	toc 03sep79; rgd 10sep79; opb 235 OAO; f/n SVO 29aug81; l/n HEL 20mar82
	CCCP-85359	Tu-154B-2	AFL/Georgia	trf	21jun82	l/n VKO 27sep91
	85359	Tu-154B-2	Orbi	LED	05sep92	reportedly damaged Sukhumi 23sep93 by a Russian attack scrapped at Sukhumi
79A361	CCCP-85360	Tu-154B-2	Soviet AF/AFL c/s	mfd	22aug79	rgd 09oct79; opb 223 OAO; f/n Sperenberg 27oct79; seen Brest jul88; still CCCP- 01mar93
	RA-85360	Tu-154B-2	Russian AF/AFL c/s	Spr	31jul93	l/n CKL 14aug06
79A362	RA-85360	Tu-154B-2	Russian Air Force	OVB	22jul07	in basic Aeroflot c/s, no titles; l/n Samara-Bezmyanka 01feb17
	CCCP-85361	Tu-154B-2	AFL/Moscow	mfd	aug79	toc 29aug79; rgd 10sep79; f/n VKO 11aug80
	CCCP-85361	Tu-154B-2	AFL/Tyumen	trf	28may87	l/n DME 16apr92
	RA-85361	Tu-154B-2	Aeroflot	DME	16jun94	
79A363	RA-85361	Tu-154B-2	Tyumen Airlines	trf	31aug94	l/n TJM 14may95, in Aeroflot c/s and titles; engineless; soc 03jul97 as life-time expired; canx 25jun97; broken up at TJM
	CCCP-85362	Tu-154B-2	AFL/Ukraine-KBP	mfd	aug79	toc 03aug79; rgd 17sep79; f/n LGW 02aug80; l/n KBP 07sep92
	UR-85362	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	f/n SVO 19mar93
	UR-85362	Tu-154B-2	Avial. Ukr. n/t	OST	feb95	l/n DXB 31oct96
79A364	UR-85362	Tu-154B-2	Avialini. Ukrayiny	VKO	24aug97	l/n DXB 01feb98
	4K-85362	Tu-154B-2	Av Ukr c/s, n/t	NO	06jul98	l/n VSG 27apr99; reported for Lugansk Airlines; not on Azerbaijan register 02dec02
	UR-85362	Tu-154B-2	Lugansk Airlines	no	reports	canx 21mar00 by Ukrainian CAA; broken up Lugansk 2007
	CCCP-85363	Tu-154B-2	AFL/International	mfd	30aug79	toc 06sep79; f/n LHR 13sep79; rgd 19sep79; carried additional 'Official Olympic Carrier' titles; photo PRG 1980 as such; l/n SVO 14aug92
79A365	RA-85363	Tu-154B-2	Aeroflot Rus. Al	CPH	nov92	l/n SVO 28jan02/15may02 in scrap area; soc and canx 01apr02 as life-time expired; front section only remained for training purposes 11aug02
	CCCP-85364	Tu-154B-2	AFL/International	mfd	aug79	toc 07sep79; rgd 19sep79; f/n LHR 15oct79; carried additional 'Official Olympic Carrier' titles
	CCCP-85364	Tu-154B-2	AFL/Uzbekistan	trf	12apr81	
	CCCP-85364	Tu-154B-2	AFL/Azerbaijan	trf	28apr84	
79A366	4K-85364	Tu-154B-2	Aeroflot	LED	07apr91	with titles; still as such summer 1993
	4K-85364	Tu-154B-2	Aeroflot c/s, n/t		31dec93	l/n BAK 16may96
	4K-85364	Tu-154B-2	Azerbaijan Al	DME	20aug97	l/n BAK 14apr01; not in jan02 fleet list but current on Azerbaijan register 20nov03; l/n GYD 16oct09, wfu, by nov09 only two Tu-154 tails remained at GYD, one of them probably from this aircraft
	CCCP-85365	Tu-154B-2	AFL/International	mfd	17sep79	toc 20sep79; f/n LPL 01oct79; rgd 30nov79; carried additional 'Official Olympic Carrier' titles
79A367	CCCP-85365	Tu-154B-2	AFL/Latvia	trf	18oct88	
	CCCP-85365	Tu-154B-2	AFL/Arkhangel.-ARH	trf	27jan91	
	RA-85365	Tu-154B-2	Arkhangelsk Al	trf	22feb94	f/n SVO 11apr94, in Aeroflot c/s and titles; l/n SVO 21aug95
	RA-85365	Tu-154B-2	East Line	phot	o nov97	
79A368	LZ-LTB	Tu-154B-2	Balkan	AMS	27jun98	leased for summer 1998; in basic Aeroflot c/s with white tail and 'Balkan' titles; l/n PRG 06sep98
	RA-85365	Tu-154B-2	TyumenAviaTrans	UFA	16jun01	
	RA-85365	Tu-154B-2	Aeroflot-Nord	SVO	27mar05	repainted in new c/s; l/n SVO 26jul08
	RA-85365	Tu-154B-2	Aero Rent	ARH	15feb09	in basic new Aeroflot c/s, but with completely blue fin; seen in ARZ-411 at MRV mar10/sep10, wfu; broken up at MRV dec10
79A369	CCCP-85366	Tu-154B-2	AFL/International	mfd	sep79	toc 25sep79; f/n FRA 28sep79; rgd 30nov79; carried additional 'Official Olympic Carrier' titles
	CCCP-85366	Tu-154B-2	AFL/Tyumen	trf	11jun88	l/n DME 20mar93
	RA-85366	Tu-154B-2	Aeroflot	VKO	13jun94	
	RA-85366	Tu-154B-2	Tyumen Airlines	trf	31aug94	l/n DME 21may96, in Aeroflot c/s and titles
79A370	RA-85366	Tu-154B-2	Tyumen Airlines	TJM	15aug99	seen TJM jul00/aug04, derelict; not in fleet list 27oct00; soc 01dec04 as life-time expired; broken up at TJM
	CCCP-85367	Tu-154B-2	AFL/International	mfd	20sep79	toc 25sep79; f/n ZRH 27sep79; rgd 30nov79; carried additional 'Official Olympic Carrier' titles around 1980
	CCCP-85367	Tu-154B-2	AFL/Azerbaijan	trf	07aug81	
	CCCP-85367	Tu-154B-2	AFL/Uzbekistan	trf	27apr84	
79A371	CCCP-85367	Tu-154B-2	AFL/Yakutiya	trf	04jun85	l/n DME 10sep92
	RA-85367	Tu-154B-2	Aeroflot	VKO	17jul93	
	RA-85367	Tu-154B-2	Sakha Avia	trf	24may94	not in 2000 fleet list, fate unknown; current on Russian register mar03; in Yakutiya fleet list 04may09 as wfu !; broken up at NER 2010
	CCCP-85368	Tu-154B-2	AFL/Ukraine-KBP	mfd	27sep79	rgd 19dec79; on charge as of 01jan80; f/n CDG 19apr80; l/n KBP 07sep92
79A372	UR-85368	Tu-154B-2	Avialini. Ukrayiny	rgd	28jan93	f/n KBP 29aug93; l/n KBP 11sep99, derelict/wfu and broken up 2000; was canx 23oct01
	CCCP-85369	Tu-154B-2	AFL/Kyrgyzstan-FRU	mfd	27sep79	toc 02oct79; rgd 09oct79
79A373	EX-85369	Tu-154B-2	Kyrgyzstan Al	FRU	09may95	with the 'h' in the titles on the starboard side; l/n GMP 14mar99
	EX-85369	Tu-154B-2	ITEK Air	FRU	17aug00	l/n IST 26may05; not in fleet list dec06; wfu as life-time expired and stored at Bishkek, l/n feb07
79A374	CCCP-85370	Tu-154B-2	AFL/Uzbekistan-TAS	mfd	sep79	rgd 22oct79; on charge as of 01jan80; f/n TAS 15sep87
	UK-85370	Tu-154B-2	Uzbekistan Airways	TAS	08may95	in fleet list oct00/jan03 as stored; l/n TAS 24may04; broken up by ATB at Tashkent 2004/05
79A375	CCCP-85371	Tu-154B-2	AFL/N.Kavkaz-MRV	mfd	16oct79	toc 18oct79; rgd 13nov79; f/n VKO 11aug80
	RA-85371	Tu-154B-2	Aeroflot	SHJ	09mar93	
	RA-85371	Tu-154B-2	KavMinVody Avia	trf	15dec94	l/n SVX 23aug95, in Aeroflot c/s and titles
	RA-85371	Tu-154B-2	KavMinVody Avia	SNN	12jan96	l/n active MRV 06jan08; wfu in autumn 2008; l/n MRV feb09, wfu; broken up at MRV before may11
79A376	CCCP-85372	Tu-154B-2	AFL/Leningrad	mfd	oct79	toc 25oct79; rgd 12nov79; f/n CDG 27mar80; l/n BTS feb87
	CCCP-85372	Tu-154B-2	AFL/Belarus	trf	16mar90	l/n MSQ 08sep93
79A377	EW-85372	Tu-154B-2	Belavia	MSQ	10jul94	l/n MSQ 09sep94/21aug96, engineless, wfu; broken up at MSQ
	CCCP-85373	Tu-154B-2	AFL/N.Kavkaz-MRV	mfd	23oct79	toc 26oct79; rgd 20nov79; f/n MRV 22may81
79A378	RA-85373	Tu-154B-2	Aeroflot	VKO	11jul94	

	RA-85373	Tu-154B-2	KavMinVody Avia	trf	15dec94	f/n MRV 15may96; soc 11mar04 as life-time expired; seen wfu at MRV jan/may08, being cannibalised; broken up at MRV around 18jun08, only the nose-cone remained by 05jul08
79A374	CCCP-85374	Tu-154B-2	AFL/International	mfd	23oct79	toc 14nov79; f/n LGW 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles; seen MLA 31jul80, as such
	CCCP-85374	Tu-154B-2	AFL/Urals	trf	27sep82	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up
	RA-85374	Tu-154B-2	Aeroflot	ABA	13jul93	06jan13
	RA-85374	Tu-154B-2	Ural Airlines	trf	25jul94	toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
79A375	CCCP-85375	Tu-154B-2	AFL/International	mfd	31oct79	
	CCCP-85375	Tu-154B-2	AFL/Urals	trf	29dec82	
	CCCP-85375	Tu-154B-2	AFL/Moscow	trf	18mar83	
	CCCP-85375	Tu-154B-2	AFL/Urals	trf	13may83	
	RA-85375	Tu-154B-2	Aeroflot	SVX	20apr93	
	RA-85375	Tu-154B-2	Ural Airlines	trf	25jul94	f/n SHJ 16jan95; l/n active LED 07jun09; wfu 14oct09; t/t 35,881 hours and 15,231 cycles by 14oct09; l/n SVX jan11, wfu; broken up at SVX 11nov11
79A376	CCCP-85376	Tu-154B-2	AFL/International	mfd	oct79	toc 14nov79; f/n SVO 30dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
	CCCP-85376	Tu-154B-2	AFL/Yakutiya	trf	09may88	
	RA-85376	Tu-154B-2	Aeroflot	OVB	22apr93	
	RA-85376	Tu-154B-2	Sakha Avia	trf	20jul95	l/n YKS 13may95
						soc 14may97 as further use not economically viable; canx 22may97; f/n YKS aug03; seen YKS jul04/apr10, derelict; broken up
79A377	CCCP-85377	Tu-154B-2	AFL/International	mfd	29nov79	toc 07dec79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
	CCCP-85377	Tu-154B-2	AFL/Leningrad	trf	30dec82	on charge as of 01jan83; l/n LED 05sep92
	RA-85377	Tu-154B-2	Aeroflot	r/r	19oct92	
	RA-85377	Tu-154B-2	Pulkovo Avia	trf	22nov94	l/n PRG 22aug99, in Aeroflot c/s and titles
	RA-85377	Tu-154B-2	Pulkovo Avia	LED	21feb00	in Aeroflot c/s, no titles; l/n LED 26apr01
	RA-85377	Tu-154B-2	Pulkovo Avia	LED	11aug01	l/n LED may05/jun05, stored engineless; broken up
79A378	CCCP-85378	Tu-154B-2	AFL/International	mfd	oct79	toc 07dec79; rgd 02jan80; l/n LHR 09jan80; carried additional 'Official Olympic Carrier' titles
	CCCP-85378	Tu-154B-2	AFL/Tajikistan	trf	13oct82	
	CCCP-85378	Tu-154B-2	AFL/Tyumen	trf	29apr84	
	RA-85378	Tu-154B-2	Aeroflot	DME	23may93	l/n NUX aug91
	RA-85378	Tu-154B-2	Tyumen Airlines	trf	31aug94	seen TJM jul00/aug04, stored, in Aeroflot c/s and titles; soc 22nov04 as life-time expired; broken up at TJM
79A379	CCCP-85379	Tu-154B-2	AFL/International	mfd	19nov79	toc 07dec79; rgd 02jan80; l/n LHR 04jan80; carried additional 'Official Olympic Carrier'
	CCCP-85379	Tu-154B-2	AFL/Ukraine-KBP	trf	07jan83	seen SXF aug92 and KBP 08sep92 with white tail
	UR-85379	Tu-154B-2	Avialini. Ukrayiny	rgd	28jan93	f/n FRA 10apr93; still in fleet list early 2001
	UR-85379	Tu-154B-2	United Nations	BRU	07apr94	l/sf Avialiniyi Ukrayiny; in all-white c/s, carried code 'UN-180'; l/n ZAG 11jan95; arrived at ARZ-411 at MRV for overhaul 07jul95; f/n there 15may96 in bare metal, with 'United Nations' under wings; l/n 2004, still in bare metal and without engines; canx 01oct08
79A380	CCCP-85380	Tu-154B-2	Soviet PVO/AFL c/s	rgd	09jan80	opb 978 vtap PVO at Klin; f/n Sperenberg 23jun80; l/n Klin 16apr97
	RA-85380	Tu-154B-2	Russian AF/AFL c/s	Kln	02sep97	opb 78 ovtae at Klin; was stored at Klin, seen aug03/aug06; offered for sale by Russian privatisation agency may05; sold to East Wind 02feb06; photo Klin 20aug06; l/n MRV 21jan08/13mar09, stored; l/n without outer wings by jul10
79A381	CCCP-85381	Tu-154B-2	AFL/Leningrad	mfd	30nov79	toc 12dec79; rgd 26dec79; f/n HEL 10may80; l/n LED 05sep92
	RA-85381	Tu-154B-2	Aeroflot	TLS	15nov92	l/n ATH 06apr00
	RA-85381	Tu-154B-2	Pulkovo Avia	trf	22nov94	seen LED 20oct00, in Aeroflot c/s, no titles; l/n LED 28apr01
	RA-85381	Tu-154B-2	Pulkovo Avia	LED	28may01	l/n LED jul04/jun05, stored, engineless; in fleet list 22feb05; broken up at LED
79A382	CCCP-85382	Tu-154B-2	AFL/N.Kavkaz-MRV	mfd	30nov79	toc 12dec79; rgd 26dec79; f/n SXF 26may80
	RA-85382	Tu-154B-2	Aeroflot	LED	16jun93	
	RA-85382	Tu-154B-2	KavMinVody Avia	trf	15dec94	f/n MRV 15may96; damaged when the left wing tip was hit by a truck at VKO 03aug06; l/n MRV 13mar09, in process of being broken up
79A383	CCCP-85383	Tu-154B-2	AFL/Turkmenistan	mfd	07dec79	toc 26dec79; rgd 29jan80; f/n ASB 02sep82
	EZ-85383	Tu-154B-2	Turkmenistan Al	VKO	17jul93	l/n operational IST 10jul98; seen ASB 26feb06/oct09, wfu; for sale early 2008, t/t 27,891 hours and 14,042 cycles; broken up at ASB 2012
79A384	CCCP-85384	Tu-154B-2	AFL/Krasnoyarsk	mfd	20dec79	toc 28dec79; rgd 19feb80; f/n TAS 15sep87
	CCCP-85384	Tu-154B-2	AFL/Moldova	trf	11jan91	
	CCCP-85384	Tu-154B-2	Air Moldova	VKO	15aug92	l/n VKO 21mar93
	HA-LCZ	Tu-154B-2	Napkelet Airlines	rgd	1993	in official register, but not taken up
	ER-85384	Tu-154B-2	Air Moldova	rgd	12apr94	already f/n VKO jun93 !; l/n PRG 04nov97; canx 16nov98
	RA-85384	Tu-154B-2	Chernomir Avia	rgd	28jul99	still in basic Aeroflot c/s; f/n SVX 20aug99; l/n AER dec06
	RA-85384	Tu-154B-2	Sochi 2014	AER	feb07	wfu, wears advertising for the Winter Olympic Games Sochi wants to hold in 2014; l/n sep10 at the dump near the threshold of runway 20 (N43.453883 E39.961726); not seen jan13, broken up ?
79A385	CCCP-85385	Tu-154B-2	AFL/Tajikistan	mfd	20dec79	on charge as of 01jan80; rgd 17jan80; f/n at a Moscow airfield 12apr80
	EY-85385	Tu-154B-2	Tajik Air	SHJ	11dec94	l/n SHJ 13jan98; still in fleet list 30sep00, see below
	UN-85385	Tu-154B-2	Jana Air Airlines	SHJ	17mar98	l/n SHJ 04may98; photo DYU sep06 stored, in basic ex Tajik Air c/s with Jana Arka tail logo, no titles; broken up by 2009, see next line
	EY-85385	Tu-154B-2	Tajik Air			still in fleet list 07nov03; not in fleet list 01nov04
79A386	CCCP-85386	Tu-154B-2	AFL/Krasnoyarsk	mfd	25dec79	toc 29dec79; rgd 19feb80; opb 1 Krasnoyarski OAO; f/n SVO 21sep85
	CCCP-85386	Tu-154B-2	AFL/Arkhangelsk.-ARH	trf	16oct90	opb 1 Arkhangelski OAO; l/n SVO 10sep93
	RA-85386	Tu-154B-2	Arkhangelsk AI	trf	22feb94	f/n FRA 23dec94, in Aeroflot c/s with 'Arkhangelsk Airlines' badge; l/n MBA 05jan98
	RA-85386	Tu-154B-2	Arkhangelsk AI	BRU	06may98	small titles only; l/n DME 19sep99
	RA-85386	Tu-154B-2	East Line	DME	04oct99	
	RA-85386	Tu-154B-2	Aeroflot c/s, n/t	DME	05sep00	l/n SVO 26aug02
	RA-85386	Tu-154B-2	Arkhangelsk AI	SVO	07jul04	in new c/s with large Cyrillic 'AVL' titles; Arkhangelsk Airlines was bought by Aeroflot aug04, but this aircraft retained its old livery & titles; offered for sale oct06, but could not be sold; l/n active SVO 27jun07; wfu jul07; stored at ARH without engines, seen aug07/nov07; seen ARH 25feb08 without right wing; l/n ARH may09 complete; seen preserved in the aviation museum at ARH nov09/jun15
79A387	CCCP-85387	Tu-154B-2	AFL/Kazakhstan-ALA	mfd	dec79	toc 14jan80; rgd 22jan80; f/n DME 21apr84; still CCCP- 23apr93
	UN-85387	Tu-154B-2	Aeroflot	DME	02sep93	Kazakhstan flag
	UN-85387	Tu-154B-2	Aeroflot c/s, n/t	DME	25may94	Kazakhstan flag, seen wfu Almaty 04jun97; broken up at ALA
79A388	CCCP-85388	Tu-154B-2	Aeroflot/USHVLP	mfd	28dec79	Ulyanovsk Advanced Flying Training College; toc 08jan80; rgd 22jan80; f/n VKO 11aug80
	CCCP-85388	Tu-154B-2	AFL/Esat Siberia	trf	29jun82	
	CCCP-85388	Tu-154B-2	AFL/Ulyanovsk HFS	trf	unknown	on charge as of 01oct82
	CCCP-85388	Tu-154B-2	Vnuokovo PO	trf	09aug83	
	CCCP-85388	Tu-154B-2	AFL/Ulyanovsk HFS	trf	06sep88	
	CCCP-85388	Tu-154B-2	Mineral. Vody PO	trf	10jan90	
	CCCP-85388	Tu-154B-2	AFL/Ulyanovsk HFS	trf	unknown	on charge as of 01jul90; l/n ULY 09sep92 with Russian flag
	RA-85388	Tu-154B-2	Aeroflot	ULY	31aug93	
	RA-85388	Tu-154B-2	Ulyanovsk HFS	trf	28apr94	l/n MBA 05jan98, in Aeroflot c/s and titles; l/n ULY 17aug99, titles not reported
	RA-85388	Tu-154B-2	Ulyanovsk HFS	VKO	16aug01	in Aeroflot c/s, no titles; l/n ULY 26jun02; seen ULY nov10/sep12, stored; broken up may13
80A389	CCCP-85389	Tu-154B-2	AFL/West Sib.-OVb	mfd	feb80	reported for Kemerovo Aviation Enterprise; l/n operational VKO 24aug97; seen KEJ jul99, derelict, still in
	RA-85389	Tu-154B-2	Aeroflot	OVb	22apr93	AFL c/s but without titles; soc 18jul01 as life-time expired; canx 20aug01; broken up at KEJ
80A390	CCCP-85390	Tu-154B-2	AFL/Leningrad	mfd	23jan80	toc 31jan80; rgd 11feb80; f/n LHR 06jun80
	RA-85390	Tu-154B-2	Aeroflot	FRA	30dec92	
	RA-85390	Tu-154B-2	Pulkovo Avia	trf	22nov94	l/n SVO 16jun99, in Aeroflot c/s and titles
	RA-85390	Tu-154B-2	Pulkovo Avia	SVO	16aug99	in Aeroflot c/s, no titles; l/n LED 28apr01
	RA-85390	Tu-154B-2	Pulkovo Avia	LED	21jul01	l/n LED 22aug04; l/n stored LED, may05/nov05, titles and flag removed; broken up at LED may11
80A391	CCCP-85391	Tu-154B-2	AFL/Kyrgyzstan-FRU	mfd	25jan80	toc 01feb80; rgd 11feb80
	CCCP-85391	Tu-154B-2	AFL/Azerbaijan	trf	11jul84	f/n LED 05apr86
	85391	Tu-154B-2	Aeroflot	BAK	08dec92	with Azeri flag
	4K-85391	Tu-154B-2	Azerbaijan AI	DME	01sep93	l/n BAK 17may96; not on Azerbaijan register 12dec00, broken up
80A392	CCCP-85392	Tu-154B-2	AFL/West Sib.-OVb	mfd	23jan80	toc 06feb80; rgd 21feb80; f/n DME oct85
	RA-85392	Tu-154B-2	Aeroflot	KRR	20sep94	
	RA-85392	Tu-154B-2	Aerokuznetsk	trf	31mar94	f/n DME 06aug99; seen VKO 22jul00; company was renamed Aerokuzbass in sep00; l/n NOZ jul10/nov14, stored still with Aerokuznetsk titles; b/u late 2014
80A393	CCCP-85393	Tu-154B-2	AFL/N.Kavkaz-MRV	mfd	feb80	toc 21feb80; rgd 26feb80; f/n SXF 27may80
	RA-85393	Tu-154B-2	Aeroflot	VKO	16jun94	
	RA-85393	Tu-154B-2	KavMinVody Avia	trf	15dec94	seen NSK 14may95, in Aeroflot c/s and titles
	RA-85393	Tu-154B-2	KavMinVody Avia	SNN	09sep95	f/n l aug05/jan08, wfu; still in fleet list nov06; scrapped at MRV in summer 2008, gone by 03sep08
80A394	CCCP-85394	Tu-154B-2	AFL/Turkmenistan	mfd	30jan80	toc 07feb80; rgd 26feb80; f/n DME 21apr84; l/n LED 07sep92
	85394	Tu-154B-2	Turkmenistan Al	VKO	21mar93	
	EZ-85394	Tu-154B-2	Turkmenistan Al	DME	07jul93	l/n operational ASB 18may96; seen ASB apr02/nov08, wfu; for sale early 2008, t/t 24,980 hours and 12,822 cycles; broken up at ASB 2012
80A395	CCCP-85395	Tu-154B-2	AFL/Ukraine-KBP	mfd	31jan80	toc 12feb80; rgd 26feb80; f/n LGW 21jun80; l/n VKO 16aug92
	UR-85395	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	f/n VKO 16jul93; l/n VKO 07sep93
	4K-85395	Tu-154B-2	Improtex	VKO	10jan94	in basic Aeroflot c/s, no titles; carried only an Azeri flag; l/n FJR 22feb95
	UR-85395	Tu-154B-2	Avialini. Ukrayiny	no	reports	return date unknown; canx 02feb95; photo exists taken SVO 1996 ? in basic Aeroflot c/s, no titles; carried only an Azeri flag
	RA-85395	Tu-154B-2	Kolavia	KUF	29nov97	still owned by Avialiniyi Ukrayiny; initially with logo only, no titles; l/n as such KUF 10feb98; seen KGP mar99 with titles; l/n TJM 15aug99, titles not reported; was stored for several years; offered for sale by Ukrainian privatisation agency 18apr01
	RA-85395	Tu-154B-2	Sibaviatrans	slid	2002	by Lugansk Airlines; based at Norilsk; f/n NSK 29may02; seen KJA jun06/may10, wfu
80A396	CCCP-85396	Tu-154B-2	AFL/International	mfd	14feb80	toc 22feb80; rgd 13mar80; f/n LGW 15mar80; carried additional 'Official Olympic Carrier' titles jun80
	CCCP-85396	Tu-154B-2	AFL/Kazakhstan	trf	21dec82	l/n DME 16apr92
	UN-85396	Tu-154B-2	Aeroflot c/s, n/t	ALA	22apr93	l/n SHJ 25jan94; with Kazakhstan flag

80A397	UN-85396	Tu-154B-2	Kazakstan Airlines	SHJ	06nov95	l/n DME 07jul98; see trf date next line	
	UN-85396	Tu-154B-2	Air Kazakstan	trf	26sep96	Akmola based; f/n DME 18nov98; seen ALA jun02/feb08, in graveyard	
	CCCP-85397	Tu-154B-2	AFL/International	mfd	14feb80	toc 22feb80; rgd 13mar80; f/n LHR 04apr80; reportedly carried additional 'Official Olympic Carrier' titles	
	CCCP-85397	Tu-154B-2	AFL/Uzbekistan	trf	05mar88	l/n TAS 15apr92	
	85397	Tu-154B-2	Uzbekistan Airways	SHJ	24mar93		
80A398	UN-85397	Tu-154B-2	Uzbekistan Airways	MRV	15may96	seen TAS jul99/jan03, stored; in fleet list oct00/jan03 as stored; not in fleet list 14dec07 and not seen since; broken up	
80A399	CCCP-85398	Tu-154B-2	AFL/International	mfd	21feb80	toc 29feb80; rgd 13mar80; f/n SXF 23mar80; carried additional 'Official Olympic Carrier' titles, still as such	
	CCCP-85398	Tu-154B-2	AFL/Uzbekistan	trf	00mar88	l/n TAS 15apr92	
	85398	Tu-154B-2	Uzbekistan Airways	DEL	jan93		
	UK-85398	Tu-154B-2	Uzbekistan Airways	DME	16jul93	l/n SHJ 15apr95	
	UK-85398	Tu-154B-2	Baltic Expr Line	RIX	10jul97	l/sf Uzbekistan Airlines; l/n RIX 23sep97; seen TAS may98, titles not reported	
80A400	UK-85398	Tu-154B-2	Uzbekistan Airways	TAS	25dec98	l/n TAS 05may01 in service; in fleet list oct00/jan02 as stored; not in fleet list 14dec07; broken up	
	CCCP-85399	Tu-154B-2	AFL/International	mfd	21feb80	toc 29feb80; rgd 13mar80; f/n LGW 04apr80; carried additional 'Official Olympic Carrier' titles	
	CCCP-85399	Tu-154B-2	AFL/Ukraine	trf	07jan83	l/n KBP 07sep92, with white tail	
	UR-85399	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	f/n KBP 17jun93; l/n KBP 11sep99, derelict/wfu; broken up 2000; canx 23oct01	
	CCCP-85400	Tu-154B-2	AFL/International	mfd	28feb80	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles	
80A401	CCCP-85400	Tu-154B-2	AFL/North Kavkaz	trf	29jul88		
	RA-85400	Tu-154B-2	Aeroflot	VKO	07sep93		
	RA-85400	Tu-154B-2	Donavia	trf	25nov93	f/n DUS 04nov95; l/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV	
	CCCP-85401	Tu-154B-2	AFL/Uzbekistan-TAS	mfd	29feb80	toc 09mar80; rgd 24mar80; f/n TAS 27apr84; l/n DME 16apr92	
	85401	Tu-154B-2	Uzbekistan Airways	TAS	07apr93		
80A402	UK-85401	Tu-154B-2	Uzbekistan Airways	DME	04jul94	in fleet list oct00/jan03 as stored; l/n TAS 24may04; broken up by ATB at Tashkent 2004/05	
	CCCP-85402	Tu-154B-2	AFL/West Sib.-BAX	mfd	14mar80	toc 28mar80; rgd 18apr80; f/n LED 19apr80	
	RA-85402	Tu-154B-2	Aeroflot	OVB	21apr93	l/n ALA 14may98, titles not reported	
	RA-85402	Tu-154B-2	Sibir	trf	04apr94	f/n DME 06jul98; l/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06	
	80A403	CCCP-85403	Tu-154B-2	AFL/Armenia	mfd	mar80	toc 27mar80; rgd 03apr80; f/n DME 21apr84
80A404	EK-85403	Tu-154B-2	Aeroflot c/s, n/t	VKO	07sep93		
	EK-85403	Tu-154B-2	Armenian Airlines	BEY	15feb95	seen EVN apr03/may14, stored; seen jul14, without the prefix	
	CCCP-85404	Tu-154B-2	AFL/Privolzhsk-UFA	mfd	mar80	on charge as of 01apr80; rgd 25apr80; f/n LED 02jun82	
	RA-85404	Tu-154B-2	Bashkirian Al	trf	unknown	on charge as of 01jul92; f/n UFA 11jul93, in Aeroflot c/s and titles; seen DME 23aug95, in full c/s; l/n UFA 13aug99, wfu; soc 16apr01 as life-time expired; broken up by nov01; canx 04jan02	
	80A405	CCCP-85405	Tu-154B-2	AFL/Azerbaijan	mfd	24apr80	toc 24apr80; rgd 13may80; f/n DME 1980
80A406	CCCP-85405	Tu-154B-2	AFL/Kyrgystan	trf	29jun84		
	CCCP-85405	Tu-154B-2	AFL/Moldova	trf	05dec89		
	CCCP-85405	Tu-154B-2	Air Moldova	VKO	08jul92	basic ex-Aeroflot c/s with white tail and additional small 'Aeroflot' titles	
	ER-85405	Tu-154B-2	Air Moldova	VKO	16may93	l/n DUS 16oct93, still with titles	
	ER-85405	Tu-154B-2	Air Moldova n/t	BRU	23oct93	operated for Sultan Air this date	
	ER-85405	Tu-154B-2	Air Moldova	rgd	15mar94	f/n BAK 13apr94; canx 24dec98; seen VKO may99/aug02 in ARZ, many parts missing, tail cut off by jul03	
	CCCP-85406	Tu-154B-2	AFL/Tajikistan	mfd	apr80	toc 30apr80; rgd 22may80; f/n SVO 30jul80	
	EY-85406	Tu-154B-2	Tajik Air	OVB	26jul94	l/n DEL 04dec98; still in fleet list 07nov03; not in fleet list 01nov04; seen DYU 01sep07, stored on the grass; broken up by 2009	
	80A407	CCCP-85407	Tu-154B-2	AFL/Ukraine-KBP	mfd	apr80	toc 17jun80; rgd 16jul80; f/n LGW 03aug80; l/n KBP 07sep92, with white tail
	UR-85407	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	f/n VKO 17may93; canx 08jan02; wfu KBP and later in use as a fire trainer (N50.333022 E30.886299); seen sep99/sep16, serial removed with 'Training' titles	
80A408	YR-TPJ	Tu-154B-2	TAROM	rgd	06may80	f/n LGW 07jun80	
	YR-TPJ	Tu-154B-2	Guyana Airways	lsd	apr85	f/n LHR 20apr85 in full c/s; l/n JFK jul85	
	YR-TPJ	Tu-154B-2	TAROM	ret	jan86	but seen 06dec86 opf Guyana Aw in TAROM full c/s; crashed Otopeni 09feb89 on a training flight; canx 16jan96 !	
80A409	CCCP-85409	Tu-154B-2	AFL/International	mfd	26apr80	toc 26apr80; f/n FRA 03may80; rgd 13may80; carried additional 'Official Olympic Carrier' titles	
	CCCP-85409	Tu-154B-2	AFL/North Kavkaz	trf	21oct88	still 'CCCP-' early 1993	
	RA-85409	Tu-154B-2	Aeroflot	BAH	14apr93		
	RA-85409	Tu-154B-2	Donavia	trf	25nov93		
	RA-85409	Tu-154B-2	Aeroflot c/s, n/t	LBA	21dec93	operated for SP Air	
	RA-85409	Tu-154B-2	Aeroflot	ROV	14jul94	reported for Donavia	
	RA-85409	Tu-154B-2	Aeroflot c/s, n/t	FRA	jul95	l/n ROV 13may96, engineless	
	RA-85409	Tu-154B-2	Donavia	ROV	10aug99	l/n summer 2000	
	RA-85409	Tu-154B-2	Aeroflot-Don	IST	24sep02	offered for sale feb08; l/n ROV 15aug09, being scrapped	
	80A410	CCCP-85410	Tu-154B-2	AFL/International	mfd	26apr80	toc 13may80; f/n AMS 14jun80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles LHR aug80
80A411	CCCP-85410	Tu-154B-2	AFL/Turkmenistan	trf	18aug89		
	EZ-85410	Tu-154B-2	Turkmenistan Al	DME	25may94	l/n operational ASB 05may98; seen ASB apr02/oct09, wfu; offered for sale in early 2008 with t/t 23,421 hours and 10,697 cycles; broken up at ASB 2012	
	CCCP-85411	Tu-154B-2	AFL/International	mfd	26apr80	toc 08may80; f/n FRA 24may80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles	
	CCCP-85411	Tu-154B-2	AFL/Belarus	trf	22jan88	still 'CCCP-' 26jul93	
	EW-85411	Tu-154B-2	Aeroflot	FRA	23aug93		
80A412	EW-85411	Tu-154B-2	Belavia	FRA	20dec93	seen MSQ aug03/mar04, wfu; l/n MSQ 20may05, status not reported; broken up MSQ	
	CCCP-85412	Tu-154B-2	AFL/International	mfd	30apr80	toc 14may80; f/n FRA 23may80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles; seen ARN 21jun80, as such	
	80A413	CCCP-85412	Tu-154B-2	AFL/Privolzhsk-KZN	trf	13dec88	on charge as of 01jul92; f/n IST 07dec92 in Aeroflot c/s and titles; seen DME 11jul94, in Aeroflot c/s, with Tatarstan flag
80A413	RA-85412	Tu-154B-2	Avial. Tatarstana	DXB	14apr95	l/n KZN 16aug99	
	RA-85412	Tu-154B-2	Karat	GVA	01jan00		
	RA-85412	Tu-154B-2	Tatarstan	IST	07aug00	l/n LED 12jan07; wfu 30jan07; l/n KZN 04aug11, wfu, engineless; broken up at KZN	
	CCCP-85413	Tu-154B-2	AFL/International	mfd	26apr80	toc 08may80; f/n FRA 22may80; rgd only 17jun80; carried additional 'Official Olympic Carrier' titles	
	CCCP-85413	Tu-154B-2	AFL/East Sib.-IKT	trf	06jul83	dbf 08mar88 when was hijacked by the Ovechkin family (a mother and her 10 children who formed the jazz band "Sem Simeonov") on the leg from Kurgan to Leningrad of a flight from Irkutsk to Leningrad, the aircraft diverted to the military airfield at Veshchevo near the Finnish border for refueling (pretending it to be Kimi airfield in Finland), when the hijackers realised that they were still in the Soviet Union they shot a flight attendant, 3 hours later security forces stormed the aircraft, but the hijackers managed to blow it up (it burnt out completely apart from the tail section) and tried to commit suicide, 1 of the 8 crew and 8 of the 76 passengers (among them 5 hijackers) killed plus 17 passengers (among them 2 hijackers) and 2 commandos injured; t/t 11,411 hours and 4,669 cycles; soc and canx 13may88	
	80A414	CCCP-85414	Tu-154B-2	AFL/International	mfd	21may80	toc 26may80; f/n FRA 01jun80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles; l/n FRA mar81, as such
	80A415	CCCP-85414	Tu-154B-2	AFL/N.Kavkaz-ROV	trf	17jul87	
	RA-85414	Tu-154B-2	Aeroflot	VKO	17jul93	f/n ROV 14jul94; l/n ROV 13aug01, wfu; soc 06may02 as life-time expired; scrapping started 08jun02; canx 16jun02	
	RA-85414	Tu-154B-2	Donavia	trf	25nov94	l/n LGW 14jun80; l/n FAO 1984	
	80A416	YR-TPK	Tu-154B-2	TAROM	d/d	jun80	seen MIA 01feb85 in full c/s
YR-TPK		Tu-154B-2	Guyana Airways	lsd	jan85	seen OTP sep98/aug00, wfu; CofA expired 30oct95; canx 16nov98 as broken up	
YR-TPK		Tu-154B-2	TAROM	OTP	26jun85	toc 28may80; rgd 09jun80; f/n TAS 27jun84; l/n TAS 15apr92	
CCCP-85416		Tu-154B-2	AFL/Uzbekistan-TAS	mfd	may80		
UK-85416		Tu-154B-2	Uzbekistan Airways	DME	26aug95		
80A417	UK-85416	Tu-154B-2	Pakistan Intl Aw	KHI	28mar97	leased from end 1996 until early 2001 but returned Summer 1997	
	UK-85416	Tu-154B-2	Uzbekistan Airways	TAS	05oct97	seen TAS mar99/jan03, stored; in fleet list oct00/jan03 as stored; not in fleet list 14dec07; broken up	
	CCCP-85417	Tu-154B-2	AFL/Krasnoyarsk	mfd	24may80	toc 31may80; f/n KJA 18sep80; rgd only 25sep80	
	RA-85417	Tu-154B-2	Aeroflot	KJA	13jul93		
	RA-85417	Tu-154B-2	KrasAir	DME	23apr97	last overhaul completed 12oct96; seen KJA, seen jun06/may10, wfu (reported jul07 as used by the FSB as a trainer for anti-terrorist operations); offered for sale by Sberbank 17dec08 with t/t 39,272 hours, without engines (still 10,727 hours left), but could not be sold; broken up at KJA jun10	
80A418	CCCP-85418	Tu-154B-2	AFL/Kazakhstan-ALA	mfd	24may80	toc 30may80; rgd 20jun80; f/n DME apr82	
	CCCP-85418	Tu-154B-2	AFL/Krasnoyarsk	trf	1991	exact date unknown; l/n DME 16apr92	
	RA-85418	Tu-154B-2	Aeroflot	DME	20mar93		
	RA-85418	Tu-154B-2	KrasAir	trf	unknown	on charge as of 01jul95; F/N DME 28aug95; l/n active DME 02jul04; used as a ground instructional	
	80A419	CCCP-85419	Tu-154B-2	AFL/Moscow-VKO	mfd	30may80	airframe by the UATB SibGau technical school, seen as such jun06/aug07; broken up at KJA by may10
80A420	CCCP-85419	Tu-154B-2	AFL/Belarus	trf	14aug86	toc 31may80; rgd 13jun80; f/n VKO 30aug83	
	EW-85419	Tu-154B-2	Belavia	VKO	21mar93	l/n IST jul99; seen MSQ, aug03/mar04, wfu, no titles or logo; broken up	
	OK-BYA	Tu-154B-2	CS-Gvt (LSFMV)	mfd	14jul80	d/d 18jul80; rgd 22jul80; canx 11apr89	
	0420	Tu-154B-2	Czechoslovak AF	d/d	28mar89	used registration OK-0420 in 1990 for flights to Tel Aviv; photo in primer Kbely apr91, with roundel on tail incorrectly painted	
	80A421	RA-85842	Tu-154B-2	Slovak Air Force	trf	01jan93	l/n LCA 30aug99
80A421	RA-85842	Tu-154B-2	IDF Tatarstan	trf	may98		
	RA-85842	Tu-154B-2	Safe Air	KHI	15oct00		
	RA-85842	Tu-154B-2	Karat	VKO	02jun01	still in basic ex Slovak AF c/s; l/n VKO 11jun01	
	RA-85842	Tu-154B-2	Yamal	rgd	15jul01	f/n SVO 25aug02; l/n SVO 14aug06; broken up by Aviacor, Samara, aug11	
	CCCP-85421	Tu-154B-2	AFL/West Sib.-OVB	nfd	jun80	toc 02jul80; rgd 21jul80; f/n DME 23nov82; damaged 11nov84 when a fuel truck drove into the right wing, repaired; l/n DME 16apr92	
	RA-85421	Tu-154B-2	Aeroflot	VKO	21mar93	l/n DME 21sep98, in Aeroflot c/s and titles	
	RA-85421	Tu-154B-2	Tomsk Avia	trf	30mar94	soc 28apr03 as life-time expired; l/n OVB 02jul03, wfu; broken up OVB	
	RA-85421	Tu-154B-2	Sibir	VKO	08aug00		

80A422	LZ-BTS UN-85422	Tu-154B-2 Tu-154B-2	Balkan Aerotrans	ARN DME	28jun80 07jul00	l/n FRA 28jun99; not in fleet list 31dec99 seen ZRH sep00 with additional 'East Line' titles and DME dec01; wfu CIT 2008; l/n CIT 15feb10 in basic Balkan c/s, no titles; broken up toc 27jun80; rgd 23jul80; f/n LGW 30aug80 on charge as of 01jul81; l/n TAS 15apr92
80A423	CCCP-85423 CCCP-85423 UK-85423	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad AFL/Uzbekistan not reported	mfd trf VKO	20jun80 unknown 05sep93	
80A424	CCCP-85424 UR-85424	Tu-154B-2 Tu-154B-2	Uzbekistan Airways Avialini. Ukrayin-KBP	TAS KBP	08may95 25jun80 16jul93	l/n TAS 03sep99; wfu 23jan01; canx but date unknown; broken up at TAS toc 26jun80; f/n LGW 12jul80; rgd 23jul80 l/n KBP 17jun93 seen KBP sep99/may04, derelict/wfu; broken up toc 01jul80; rgd 21jul80; f/n LED 27nov82; l/n LED aug90
80A425	CCCP-85425 RA-85425 RA-85425 RA-85425	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia Aeroflot-Don	mfd LGW trf ROV	25jun80 25oct92 26jan95 10aug02	f/n VKO 12may96, in Aeroflot c/s, no titles; l/n ROV 13aug01 soc 21jul03 as life-time expired; canx 04nov03; not in fleet list 01oct03; broken up; the forward fuselage was retained for training purposes and moved to Shakhty (N47.683432 E40.244981); f/n feb12; l/n mar15 rgd 08jun81; f/n Spenberg 23mar82; SatCom-equipped; l/n Spenberg 17dec92 l/n CKL 15aug02; SatCom-equipped; l/n CKL 21mar04, titles not visible still SatCom-equipped; opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles; l/n without titles CKL may10; seen ALA 24sep10 with 'VVS Rossii' titles on fin; l/n CKL jul14 first Tu-154 based at TJM 01jul80; toc 04jul80; rgd 25jul80; f/n AER aug83; l/n SVO 12apr92
81A426	CCCP-85426 RA-85426 RA-85426	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd BRU BRU	17apr81 29mar93 04may04	
80A427	CCCP-85427 RA-85427 RA-85427 RA-85427 RA-85427	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines Tyumen Airlines Kolavia	mfd DME trf VKO OVB	30jun80 20mar93 31aug94 19aug99 07jun01	l/n TJM 15may95, in Aeroflot c/s and titles in Aeroflot c/s, no titles; not in AFL fleet list 27oct00 leased from Tyumen Airlines since 06jun00; basic Aeroflot c/s with own titles; l/n DME 17aug08; in the process of being broken up KGP 17jul09; scrapped by feb12 l/n LHR 07feb81; CoFA expired 28jun95; l/n OTP sep98/may99, wfu; canx 16nov98; broken up toc 30jul80; rgd 22aug80; f/n DME 23nov82; l/n BTK 01jul92 opb Baikalavia since 1991 l/n VKO 06jun99, photo exists, in Aeroflot c/s and titles by dec01 awaiting overhaul, seen VKO 28jun/02aug02 with VARZ l/n DME 29aug02 l/n DME 24jul04 in basic AeroBratsk c/s; l/n DME 25apr06; reported broken up, but location and date unknown toc 01aug80; rgd 22aug80; f/n TBS 20aug80 l/n RTM 04jul93
80A428	YR-TPL	Tu-154B-2	TAROM	rgd	27aug80	
80A429	CCCP-85429 RA-85429 RA-85429 RA-85429 RA-85429 RA-85429 RA-85429 RA-85429 RA-85429	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT Aeroflot Bratsk Air Aeroflot c/s, n/t Eurasia Airlines AeroBratsk Gromov Air	mfd OMS trf DME VKO DME DME	18jul80 11jul93 20jan94 03sep00 21aug02 28jun03 09may05	not in 2001 fleet list; seen TBS jun00/jul05, stored; broken up toc 29jul80; rgd 22aug80; f/n SXF 19apr81 Kazakhstan flag l/n CIT 10may98; see trf date next line ! Shymkent based; f/n ALA 13may99; l/n ALA 08jun01; seen ALA aug02/mar07 in graveyard; broken up toc 08aug80; rgd 22aug80; f/n SVX nov80; l/n LED 06sep92
80A430	CCCP-85430 85430 4L-85430 4L-85430	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Georgia-TBS Orbi Orbi Georgian Airlines	mfd VKO VKO AMS	10jul80 21mar93 25jan94 26sep97	
80A431	CCCP-85431 UN-85431 UN-85431 UN-85431	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kazakhstan Aeroflot Kazakhstan Airlines Air Kazakstan	mfd SVO IST trf	08jul80 16may93 19mar96 26sep96	
80A432	CCCP-85432 RA-85432 RA-85432	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals Aeroflot Ural Airlines	mfd SVX trf	31jul80 20apr93 24jul94	f/n SVX 23aug95; seen SVX 15may10; l/n SVX 16may12, derelict; in the process of being broken up 21may12; wreck still present 27may12 toc 20aug80; rgd 22aug80; f/n DME 08apr81; converted to, see next line l/n TAS 15apr92; l/n TAS apr98 used for spares; broken up toc 15aug80; rgd 22aug80; f/n SVO 23apr85; l/n DME 10sep92
80A433	CCCP-85433 CCCP-85433	Tu-154B-2 Tu-154TS	AFL/Moscow-VKO AFL/Uzbekistan	mfd trf	aug80 21apr86	
80A434	CCCP-85434 RA-85434 RA-85434	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd DME trf	aug80 06may94 31aug94	canx 25jun97; soc 03jul97 as life-time expired; seen TJM 27jul00/13aug01, derelict as CCCP-, RA- prefix faded; broken up toc 17feb81; rgd 25feb81; opb 235 OAO; f/n HEL 03jul82
80A435	CCCP-85435 CCCP-85435 RA-85435 RA-85435	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV Aeroflot Donavia	mfd trf VKO trf	22aug80 03jun83 17may93 25nov93	f/n VKO 12may96; l/n ROV 08aug01 offered for sale 13feb07 (without APU); l/n ROV 18feb08; broken up at ROV jun09 toc 19feb81; rgd 25feb81; opb 235 OAO; f/n HEL 17jul82
80A436	CCCP-85436 CCCP-85436 RA-85436 RA-85436 RA-85436	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV Donavia Donavia Aeroflot-Don	mfd trf VOG ROV	25aug80 12may83 25nov93 02jun96 21jul01	
80A437	CCCP-85437 RA-85437 RA-85437 RA-85437 RA-85437	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia Zavod 411 Sibir	mfd LGW trf rgd VKO	25aug80 18oct92 25nov93 07sep00 20jun99	f/n ROV 15jul94; l/n IST may98 and leased to Sibir 07jun99 until ?, see next line l/n VKO 24jun05; with additional 'Zavodu 411 GA-55 let' titles which means 55 years factory 411 (Mineralnye Vody)
80A438	CCCP-85438 85438 UK-85438 UK-85438 UK-85438	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways Pakistan Intl Aw Uzbekistan Airways	mfd TAS SHJ KHI TBS	30aug80 07apr93 04feb97 28mar97 16jun97	in basic Sibir c/s with own titles and logo; seen jun06 with additional 'Zavodu 411 GA-55 let' titles; seen stored at VKO jul/aug06; seen in ARZ-411 at MRV mar09/aug12 in all-white c/s, no titles; broken up toc 03sep80; rgd 24sep80; f/n LED 04sep81; l/n TAS 15apr92
80A439	CCCP-85439 RA-85439 RA-85439	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals-SVX Aeroflot Ural Airlines	mfd SVX trf	29aug80 20apr93 25jul94	leased from end 1996 until early 2001 but returned Summer 1997 l/n OVB 05jul04; stored OVB and for sale; not in fleet list 14dec07; canx before dec07 but date unknown; broken up toc 30aug80; rgd 19sep80; f/n DME 20sep85 seen DUS 24nov94 with 'Ural Airlines' sticker on nose f/n SHJ 08nov95; l/n LED 06jul06; still in fleet list 26oct06; broken up at SVX 20jun07/19jul07 toc 23aug80, see mfd; rgd 17oct80; f/n DYU 24apr84 seen LHR 19aug95; still in fleet list 30sep00; not in fleet list 2001, l/n DYU 13oct06, wfu; broken up at DYU nov11 toc 23sep80; rgd 16oct80; f/n LED 24jan81; l/n ARN 24mar90 l/n SVO 11apr94 f/n HAM 01nov97; still in fleet list 22feb05; seen LED 30jun05/26nov05, wfu without engines; fuselage only by may06; broken up at LED may07 toc 27sep80; rgd 08oct80; f/n LED 27oct82; l/n TAS 1987
80A440	CCCP-85440 EY-85440	Tu-154B-2 Tu-154B-2	AFL/Tajikistan-DYU Tajik Air	mfd	sep80 22dec93	l/n VKO 28aug02; broken up but where and when unknown toc 01oct80; rgd 16oct80; f/n KHV apr82
80A441	CCCP-85441 RA-85441 RA-85441	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad Aeroflot Pulkovo Avia	mfd LHR trf	12sep90 17apr93 22nov94	l/n KHV 12may95, in Aeroflot c/s and titles wfu at KHV, seen may07 minus outer wings; served as a training mock-up for the Khabarovsk fire brigade (N48.539116 E135.19625) from mid2010; l/n oct10/oct14 toc 15oct80; rgd 27oct80; f/n LED 12sep87; l/n SHJ 30jan94 titles painted with the 'h' on right-hand side; sat wfu at FRU from at least dec03 as per fleet list, seen sep04/sep10 f/n Spenberg 19mar81
80A442	CCCP-85442 EK-85442 EK-85442	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Armenia Aeroflot c/s, n/t Armenian Airlines	mfd VKO VKO	sep80 07sep93 13jun94	
80A443	CCCP-85443 RA-85443 RA-85443 RA-85443	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Far East-KHV Aeroflot Dalavia Dalavia	mfd KHV trf KHV	24sep80 28may93 01jun93 12may99	l/n KHV 12may95, in Aeroflot c/s and titles wfu at KHV, seen may07 minus outer wings; served as a training mock-up for the Khabarovsk fire brigade (N48.539116 E135.19625) from mid2010; l/n oct10/oct14 toc 15oct80; rgd 27oct80; f/n LED 12sep87; l/n SHJ 30jan94 titles painted with the 'h' on right-hand side; sat wfu at FRU from at least dec03 as per fleet list, seen sep04/sep10 f/n Spenberg 19mar81
80A444	CCCP-85444 EX-85444	Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan-FRU Kyrgyzstan AI	mfd FRU	10sep80 09may95	operated in Avialiniyi Ukrayiny c/s l/n KBP 15may98 carried 'Zbroini Syly Ukrainy' (Armed Forces of Ukraine) titles; seen wfu at KBP may02/nov16, still with titles, reg (in white on faded blue) barely readable already f/n Spenberg 13jan81; seen VKO 26sep86; l/n KHV 30aug89 current on Russian register by feb98; in basic Aeroflot c/s but with white nose, no titles; l/n HTA jun14, active; seen OVB 15feb16, in colours similar to Rossiya with 'VVS Rossii' titles; l/n SVX 18may16 l/n HAV 24mar99 seen HAV 09jan01/20apr02 without registration or colour scheme; reported again HAV 03mar03 at Aerocaribbean facilities; nothing reported since (here or in Russia) and probably broken up toc 26oct80; rgd 11nov80; opb 1-y Sverdlovski OAO; w/o 08sep81 when caught fire while being refuelled at Tashkent and burnt out, no casualties; canx 20sep81 and soc 28sep81 toc 25oct80; rgd 13nov80; f/n TAS 14sep83; l/n TAS 15apr92 in fleet list jan03 as stored; l/n TAS 25may04; not in fleet list 14dec07; stored at TAS; l/n aug09/jun10; broken up 2011 rgd 27nov80; on charge as of 01jan81; f/n DME 18sep85 l/n TJM 14may95, in Aeroflot c/s and titles; l/n TJM 27jul00, wfu l/n UFA 10feb03 already f/n DME 16apr03; l/n active DME 11aug06; seen PEE apr10/ feb14 (N57.920666 E56.023402), wfu minus engine parts rgd 11dec80; on charge as of 01jan81; f/n DME 23nov82
80A445	CCCP-85445 UR-85445 UR-85445 UR-85445	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Ukraine AF/AFL c/s Ukraine Air Force BSL Airline Ukraine Air Force	rgd KBP VKO SHJ KBP	14jan81 07sep92 21mar93 nov96 26jun99	
80A446	CCCP-85446 RA-85446	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian Air Force	rgd OVB	14jan81 18may05	
80A447	CU-T1222 CU-C1222	Tu-154B-2 Tu-154B-2	Cubana Cubana Cargo	d/d HAV	08dec80 10oct99	
80A448	CCCP-85448	Tu-154B-2	AFL/Urals-SVX	mfd	oct80	
80A449	CCCP-85449 UK-85449	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	oct80 19may94	
80A450	CCCP-85450 RA-85450 RA-85450 RA-85450	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Tyumen Airlines Bashkirian AI Permskiye Avialin.	mfd trf DME rgd	23oct80 31aug94 29jun02 23apr03	
80A451	CCCP-85451 RA-85451 RA-85451 RA-85451	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines Sibir	mfd DME trf VKO	28oct80 20mar93 31aug94 29jul00	still in full Aeroflot c/s with titles; l/n TJM 14may95, without engines rgd to ARZ-411 05nov99 and leased to Sibir 22sep99/31dec01; spc 25apr06 as life-time expired; h/o to Novosibirsk-Tolmachovo airport sep06 for use for training by rescue services, seen as such mar07/apr13; broken up at OVB toc 15nov80; rgd 09dec80; f/n DYU 19sep87
80A452	CCCP-85452	Tu-154B-2	AFL/Tajikistan-DYU	mfd	20oct80	

	CCCP-85452	Tu-154B-2	AFL/North Kavkaz	trf	25oct87	
	RA-85452	Tu-154B-2	Aeroflot	OVB	20apr93	
	RA-85452	Tu-154B-2	Donavia	trf	25nov93	f/n VKO 25jan94, in Aeroflot c/s and titles
	RA-85452	Tu-154B-2	Aeroflot c/s, n/t	DME	28aug95	
	RA-85452	Tu-154B-2	Donavia	DUS	08aug98	l/n IST 04jun01
80A453	RA-85452	Tu-154B-2	Aeroflot-Don	ROV	13aug01	l/n ROV 27jun06; broken up ROV mar07
	CCCP-85453	Tu-154B-2	AFL/East Sib.-IKT	mfd	21nov80	toc 03dec80; rgd 19dec80; f/n YKS 06jun85; l/n LED 07sep92
	RA-85453	Tu-154B-2	Aeroflot	OMS	11jul93	
	RA-85453	Tu-154B-2	Baikal Airlines	trf	07feb95	f/n VKO 12may96; l/n VKO 20may00
	RA-85453	Tu-154B-2	Rusavia	VKO	22jul00	in basic Baikal c/s; Rusavia went bankrupt dec00; l/n DXB 16aug00
	RA-85453	Tu-154B-2	Baikal c/s, n/t	IKT	05jun01	seen OVB jul03/apr06, stored, engineless; soc 20jan06 as life-time expired; broken up aug06
80A454	CCCP-85454	Tu-154B-2	AFL/N.Kavkaz-ROV	mfd	15nov80	toc 04dec80; rgd 19dec80; f/n LED 16may85; l/n FRA 13aug88; l/n VKO 16aug92
	RA-85454	Tu-154B-2	Aeroflot	LED	16jun93	
	RA-85454	Tu-154B-2	Donavia	trf	25nov93	
	RA-85454	Tu-154B-2	Perm Airlines	DME	20aug03	f/n FRA 08may94; seen ROV 13aug01/10aug02, wfu with additional small 'Sberbank' titles jun06; l/n DME 22nov06 in full c/s; reportedly removed from service spring 2007 and seen stored PEE (N57.921241 E56.024938) sep08; seen 08mar10, minus engines and still present oct11/mar14; broken up in 2015
80A455	CCCP-85455	Tu-154B-2	AFL/Leningrad	mfd	nov80	on charge as of 01jan81; rgd 04jan81; f/n HAM 04jan81; l/n LGW 25aug84
	CCCP-85455	Tu-154B-2	LOT	lsd	09may85	01mar85 according to the MGA document; ferried from the Soviet Union to Poland 07may85; carried 'Aeroflot/Chartered by LOT Polish Airlines' titles, returned 05oct88; see next line
	CCCP-85455	Tu-154B-2	AFL/International	trf	20mar86	on paper only ?, see lease details on the previous line
	CCCP-85455	Tu-154B-2	AFL/Kazakhstan	trf	17may89	l/n DME 20mar93
	UN-85455	Tu-154B-2	Aeroflot	DUS	28aug93	based Karaganda; dbr 21jan95 on take-off from Karachi when overrun runway; in basic Aeroflot c/s with Kazakhstan flag; soc 26jun95; still present, derelict near hangars 09oct00/jun14; broken up according to GE images, starting dec15 and completed by 21jan16
80A456	CCCP-85456	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	16mar81	toc 01apr81; rgd 09apr81; opb 235 OAO; f/n HEL 04jun83
	CCCP-85456	Tu-154B-2	AFL/Latvia	trf	12aug83	
	CCCP-85456	Tu-154B-2	AFL/Privolzhsk-GOJ	trf	14dec83	
	RA-85456	Tu-154B-2	Aeroflot	IKT	02jun93	
	RA-85456	Tu-154B-2	Nizhni Novgorod Al	trf	25nov93	l/n DXB 03feb98, in Aeroflot c/s and titles
	RA-85456	Tu-154B-2	KrasAir	DME	20jun99	with titles but no tail logo; was leased as such for several months
	RA-85456	Tu-154B-2	Nizhni Novg. Al	SHJ	14feb00	l/n SHJ 29mar00; in KrasAir fleet list 2000
	RA-85456	Tu-154B-2	Aeroflot c/s, n/t	RKT	19may01	l/n VKO 23oct03; was leased to Kuban Airlines 24apr01
	RA-85456	Tu-154B-2	Mega Aero	rgd	02dec03	
	RA-85456	Tu-154B-2	Atlant-Soyuz	VKO	18apr04	
80A457	CCCP-85457	Tu-154B-2	AFL/GosNII GA	mfd	nov81	lsf Mega Aero 09sep03/01nov04; seen GOJ (N56.223060 E43.790708), aug05/jul16, wfu late mfd; toc 13jul82; rgd 1oct82
	CCCP-85457	Tu-154B-2	AFL/N.Kavkaz-MRV	trf	24aug84	f/n VKO 20sep85
	RA-85457	Tu-154B-2	Aeroflot	VKO	17jul93	
	RA-85457	Tu-154B-2	KavMinVody Avia	trf	15dec94	named 'Stavropole'; f/n SNN 16sep95; l/n MRV 28sep11/01jul14, stored
80A458	CCCP-85458	Tu-154B-2	AFL/Krasnoyarsk	mfd	29nov80	toc 11dec80; rgd 13mar81; f/n DOK aug85
	CCCP-85458	Tu-154B-2	Aerovolga	trf	04nov91	
	RA-85458	Tu-154B-2	Nizhni Novgorod Al	trf	25nov93	f/n PFO 27mar95, in Aeroflot c/s and titles
	RA-85458	Tu-154B-2	Nizhni Novgorod Al	BUD	05jun97	in Aeroflot c/s, no titles; l/n LCA 07aug98
	RA-85458	Tu-154B-2	Nizhni Novgorod Al	AYT	jul99	l/n LCA 27aug99
	RA-85458	Tu-154B-2	Aeroflot c/s, n/t	RKT	09apr00	l/n GOJ 09aug01; was operated by Kuban Airlines at some stage
	RA-85458	Tu-154B-2	Nizhni Novgorod Al	GOJ	16jan04	l/n ZIA aug05; small titles only; soc 23jan06 as life-time expired; broken up
80A459	CCCP-85459	Tu-154B-2	AFL/Urals-SVX	mfd	nov80	toc 11dec80; rgd 04jan81; f/n DME apr84
	RA-85459	Tu-154B-2	Aeroflot	DME	09jul93	seen SHJ 12dec94 with 'Ural Airlines' sticker on nose
	RA-85459	Tu-154B-2	Ural Airlines	trf	25jul94	f/n SVX 23aug95; involved in an incident at IKT 03may05; soc 29jun06 as life-time expired; seen SVX (N56.749447 N60.783768) jun06/jun16, wfu, no engines, with titles scrubbed out
80A460	CCCP-85460	Tu-154B-2	AFL/Ukraine-KBP	mfd	dec80	toc 30dec80; rgd 18feb81; l/n SXF 25apr81; l/n KBP 07sep92
	UR-85460	Tu-154B-2	Avialini. Ukrainy	TLs	28oct93	seen KBP jul99/aug06, stored; broken up at KBP sep06, cockpit section seen that month
80A461	CCCP-85461	Tu-154B-2	AFL/West Sib.-OVB	mfd	dec80	toc 31dec80; rgd 26jan81; f/n OVB 25sep86; l/n DME 16aug92
	RA-85461	Tu-154B-2	Aeroflot	VKO	23may94	
	RA-85461	Tu-154B-2	Sibir	trf	27dec94	f/n DME 11jul98; l/n OVB 09jul05; soc 25apr06 as life-time expired; seen OVB sep10/22oct110, wfu/derelict, many parts missing; broken up
80A462	CCCP-85462	Tu-154B-2	AFL/East Sib.-IKT	mfd	10dec80	toc 09jan81; rgd 02feb81; f/n IKT apr82
	RA-85462	Tu-154B-2	Aeroflot	IKT	06jul94	
	RA-85462	Tu-154B-2	Baikal Airlines	trf	07feb95	
	RA-85462	Tu-154B-2	Tesis	SVO	may99	f/n TAS 06oct97
80A463	CCCP-85463	Tu-154B-2	Soviet AF/AFL c/s	rgd	13feb81	seen IKT 05jun01; l/n IKT 14oct03, with engines and parts missing; broken up at IKT nov03
	RA-85463	Tu-154B-2	Russian AF/AFL c/s	kin	16aug96	f/n Sperenberg 18mar81
	UN-85463	Tu-154B-2	Air Kazakhstan	ALA	24sep00	
	UN-85463	Tu-154B-2	Kazakh Air Force	ALA	08jun01	canx 12mar01
80A464	CCCP-85464	Tu-154B-2	Soviet AF/AFL c/s	mfd	12mar82	seen ALA jun02/may04, stored in the military area, in Aeroflot c/s, no titles and Kazakh flag on fin; broken up
	85464	Tu-154B-2	Kazakh Government	VKO	08jul92	ALa
	UN-85464	Tu-154B-2	Kazakh Government	ALA	22apr93	ALa
80A465	CCCP-85465	Tu-154B-2	AFL/Moscow-VKO	mfd	22aug81	rgd 14jun82; f/n Sperenberg 24jun82; l/n CKL 09apr91; SatCom-equipped
	CCCP-85465	Tu-154B-2	AFL/Belarus	trf	16nov85	SatCom-equipped
	EW-85465	Tu-154B-2	Belavia	MSQ	10jul94	seen intact MSQ may05; l/n MSQ 11aug06, in two parts; broken up
80A466	CCCP-85466	Tu-154B-2	AFL/Moscow-VKO	mfd	dec81	toc 09jan82; rgd 18jan82; f/n VKO 28apr84
	CCCP-85466	Tu-154B-2	AFL/Tyumen	trf	04dec86	
	CCCP-85466	Tu-154B-2	AFL/Tajikistan	trf	23nov87	
	EY-85466	Tu-154B-2	Tajikistan Al	SHJ	17jan95	
81A467	CCCP-85467	Tu-154B-2	AFL/Urals-CEK	mfd	27jan81	in fleet list 01nov04 as lsd to Aeroflot; l/n DME 26nov06; in fleet list 19oct07 as stored; scrapped at
	RA-85467	Tu-154B-2	Aeroflot	HEL	15may93	DYU nov08, seen without outer wings 21nov08, totally scrapped by may09
	RA-85467	Tu-154B-2	Aeroflot c/s, n/t	IST	22jun93	toc 07feb81; rgd 25feb81; f/n LED 12sep87; l/n DME 16aug92
	RA-85467	Tu-154B-2	Aviaprima Sochi	SXF	14aug93	
	RA-85467	Tu-154B-2	Chelyabinsk Avia	trf	01jan95	small titles; l/n SHJ 27jan94; leased from Chelyabinsk Avia
	RA-85467	Tu-154B-2	Eurasia	VKO	06sep02	f/n CEK 22aug95; l/n VKO 21aug01
81A468	CCCP-85468	Tu-154B-2	AFL/Krasnoyarsk	mfd	27jan81	in white c/s with additional 'National Football Team of Russia' titles in Russian and English and National
	CCCP-85468	Tu-154B-2	AFL/Arkhangel.-ARH	trf	29feb91	Football Team logo on nose; l/n operational DME 23aug03; transported on a barge on the Volga river and
	RA-85468	Tu-154B-2	Aeroflot	SVO	27aug93	Moskva canal from Samara to Dubna around 01/05jun10; used for tests at the "Moskovskii kompleks
	RA-85468	Tu-154B-2	Arkhangelsk Al	trf	24feb95	"TSAGI" test range west of Dubna (on a wooded peninsula on the shore of Domkinski zaiv bay of the
	RA-85468	Tu-154B-2	East Line	PRG	04may97	reservoir N56.725621, E37.094527) and l/n in good condition jun12
	RA-85468	Tu-154B-2	Aeroflot c/s, n/t	VKO	22jul00	rgd 07apr81; on charge as of 01jul81; f/n DME 30aug88
	RA-85468	Tu-154B-2	Karat	VKO	10sep00	
	RA-85468	Tu-154B-2	Samara	KUF	27jun02	l/n VKO 08jul01
	RA-85468	Tu-154B-2	Arkhangelsk Al	rgd	30dec02	confirmation welcome as not in Samara fleet list 19nov02
	RA-85468	Tu-154B-2	UTair	KUF	07jul04	seen VKO 06may03, in Aeroflot c/s, no titles; rgd to North Leasing 26jan04; l/n SHJ 29feb04
	RA-85468	Tu-154B-2	Aeroflot c/s, n/t	SVO	01may05	leased from North Leasing 01apr/31dec04
	RA-85468	Tu-154B-2	Gromov Air	DME	17nov05	opb Aeroflot-Nord; l/n SVO 20aug05
	RA-85468	Tu-154B-2	Aeroflot c/s, n/t	SVO	21apr06	in basic Aeroflot c/s with white tail, Russian titles
81A469	CCCP-85469	Tu-154B-2	AFL/N.Kavkaz-ROV	mfd	jan81	opb Aeroflot-Nord; l/n active SVO 30jun06; offered for sale oct06, but obviously not sold; wfu jun07;
	CCCP-85469	Tu-154B-2	AFL/Tajikistan	trf	23oct87	stored at ARH without engines, seen aug07/nov07; broken up at ARH jan09
	EY-85469	Tu-154B-2	Tajik Air	trf	20mar94	toc 10feb81; rgd 23feb81; f/n SVO 29aug81
81A470	CCCP-85470	Tu-154B-2	AFL/Ulyanovsk HFS	mfd	27jan81	l/n DME 30aug93
	CCCP-85470	Tu-154B-2	AFL/East Siberia	trf	23jul82	l/n SHJ 27jan03; in fleet list 01nov04 as lsd to Aeroflot; seen 01sep07, wfu; in fleet list 19oct07 as
	CCCP-85470	Tu-154B-2	AFL/Ulyanovsk HFS	trf	unknown	stored; broken up by 2009
	CCCP-85470	Tu-154B-2	AFL/Privolzhsk	trf	06jul90	toc 05feb81; rgd 25feb81
	CCCP-85470	Tu-154B-2	AFL/Ulyanovsk HFS	trf	unknown	
	RA-85470	Tu-154B-2	AFL/Ulyanovsk HFS	ULY	31aug93	on charge as of 01jan91; l/n ULY 09sep92, with Russian flag
	RA-85470	Tu-154B-2	Ulyanovsk HFS	trf	28feb94	
	RA-85470	Tu-154B-2	Novosibirsk Al			date unknown, but titles still visible under paint 25jul00
	RA-85470	Tu-154B-2	UVAU GA	ATH	25apr00	Ulyanovsk Higher Aviation School of Civil Aviation; in basic Aeroflot c/s, initially without titles; new CoFR
81A471	CCCP-85471	Tu-154B-2	AFL/West Sib.-OVB	mfd	16jan81	issued 11jun02; carried small 'UVAU GA' titles on the nose from 2004; seen operational VKO 18oct10; wfu
	RA-85471	Tu-154B-2	Aeroflot	DME	20mar93	in late 2011; sat wfu at ULY, l/n nov13; preserved in the Museum of Civil Aviation at Ulyanovsk
	RA-85471	Tu-154B-2	Aerokuznetsk	trf	31mar94	(N54.291741 E48.232576) from 04jul14; l/n sep16
	RA-85471	Tu-154B-2	Aerokuzbass	AAQ	06sep00	toc 12feb81; rgd 06mar81
	RA-85471	Tu-154B-2	Sibir	DME	18aug02	f/n OVB 05aug96; l/n FJR 06nov99
81A472	CCCP-85472	Tu-154B-2	AFL/East Siberia	mfd	31jan81	l/n DXB 06oct00
	CCCP-85472	Tu-154B-2	AFL/Privolzhsk-KUF	trf	04mar89	leased from Aerokuzbass since 20may02; l/n DME 11oct04 active; still in JP-07 under Aerokuzbass; seen

81A473	RA-85472	Tu-154B-2	Aeroflot	KUF	25apr93	
	RA-85472	Tu-154B-2	Samara	trf	24nov94	l/n BRQ 15apr95, Aeroflot c/s and titles, stored
	RA-85472	Tu-154B-2	Air Moravia	PRG	20apr95	leased from Samara
	RA-85472	Tu-154B-2	Samara	IST	21mar96	stored at KUF, l/n may05; broken up at KUF mar/apr07
	HA-LCO	Tu-154B-2	MALEV	mfd	06feb81	rgd and d/d 28feb81; last service 16feb01 SOF-BUD and put into store 28feb01 awaiting sale; titles removed 13apr01; was to be bought by Avial but sold to Azerbaijan and flew 23/24apr02 to receive its CoFA; delivered to Azerbaijan 29may02 and canx same day
81A474	4K-473	Tu-154B-2	Turan Air		01jul02	
	HA-LCP	Tu-154B-2	MALEV	mfd	06feb81	f/n DME 22jun03; l/n GYD 13nov07, wfu, cut into 2 pieces; scrapped dec07 d/d 06mar81; rgd 07mar81; last service HEL-BUD 26oct00; into store 08dec00; titles removed 17apr01; flew 04aug01; was to be bought by Avial but sold to Azerbaijan and flew 23/24apr02 to receive its CoFA; delivered to Azerbaijan 23may02 and canx same day
81A475	4K-85474	Tu-154B-2	Turan Air	DME	09aug02	
	4K-474	Tu-154B-2	Turan Air	DME	16aug02	
	CCCP-85475	Tu-154B-2	AFL/Privolzhsk-KUF	mfd	14feb81	in basic MALEV c/s with 'Turan Air' titles; l/n GYD 09jul08
	CCCP-85475	Tu-154B-2	AFL/Tajikistan	trf	26dec87	f/n DYU 01may89; l/n DME 12apr92
	EY-85475	Tu-154B-2	Tajik Air	SHJ	23feb95	l/n DME 10jul05; in fleet list 01nov04 as lsd to Aerofreight; seen DYU apr09 being broken up; hulk still present 2016, according to a GE image
81A476	CCCP-85476	Tu-154B-2	AFL/Ukraine-KBP	mfd	feb81	rgd 18mar81; on charge as of 01apr81
81A477	UR-85476	Tu-154B-2	Avialini. Ukrayiny	rgd	22jan93	f/n VKO 17jul93, seen derelict at KBP sep99/may04; canx 17mar06; broken up aug06
	CCCP-85477	Tu-154B-2	AFL/Far East-KHV	mfd	28feb81	toc 14mar81; rgd 30mar81; f/n IKT 25sep86
81A478	RA-85477	Tu-154B-2	Aeroflot	KHV	24may93	
	RA-85477	Tu-154B-2	Dalavia	trf	01jun93	f/n KHV 12may99; l/n active GMP 22nov07; operator ceased operations 19oct08; seen KHV mar09/oct13, stored; reported broken up in 2014
	CCCP-85478	Tu-154B-2	AFL/International	mfd	24mar81	toc 03apr81; f/n SXF 17apr81; rgd 28apr81
	CCCP-85478	Tu-154B-2	AFL/Kazakhstan	trf	31dec81	l/n DME 10sep92
	UN-85478	Tu-154B-2	Aeroflot	SXF	31may93	l/n SHJ 26nov95; was trf 26sep96 to Air Kazakstan, Karaganda based, but never had such titles
81A479	UN-85478	Tu-154B-2	Aeroflot c/s, n/t	ALA	13may98	f/n SHJ 01apr00; had United Nations flag in the past; reported for Yuzhnaya with additional 'Kazakstan Airlines' titles
	UN-85478	Tu-154B-2	Yuzhnaya	SHJ	mar02	with additional 'Kazakstan Airlines' titles; l/n SHJ 25mar04
	EX-017	Tu-154B-2	Yuzhnaya	TSN	16oct03	with additional 'Kazakstan Airlines' titles, these were removed by 02nov04; seen TSE (N51.020325 E71.452497) jul06/may14, stored; seen TSE 08may15/20may15, front section of the fuselage missing and nose up and in the process of being broken up, gone by 30may15
	UN-85478	Tu-154B-2	Yuzhnaya	ALA	29may04	toc 10apr81; f/n SXF 18apr81; rgd 28apr81
	CCCP-85479(1)	Tu-154B-2	AFL/International	mfd	31mar81	w/o 24sep88 on a flight from Yerevan to Aleppo (Syria) with the centre of gravity being out of the envelope when touched down with more than 4 g following an unstable visual approach in light turbulence, the nose gear collapsed and the fuselage broke up, all 10 crew and 158 passengers safe; soc and canx 23dec88; see RA-85479(2) with unknown c/n
81A480	CCCP-85479(1)	Tu-154B-2	AFL/Armenia-EVN	trf	23jan82	toc 10apr81; rgd 21apr81; opb 400 LO 1-go Krasnoyarskogo OAO; w/o 16nov81 on a flight from Krasnoyarsk to Norilsk, on final approach to Norilsk at night with the maximum landing weight exceeded by 2,280 kg (resulting in a forward shift of the centre of gravity) the aircraft lost longitudinal stability due to lack of elevator effect and dropped below the glide path, the crew tried to go around, but the aircraft did not react to the elevator, came down hard in a snow-covered field 472 metres before the runway threshold, hit an obstacle 42 metres further on and broke up, 4 of the 7 crew and 95 of the 160 passengers killed and all survivors injured; t/t 1,889 hours 26 minutes and 697 cycles; soc 27feb82
	CCCP-85480	Tu-154B-2	AFL/Krasnoyarsk-KJA	mfd	24mar81	toc 10apr81; rgd 05may81; f/n LED 02jun82; l/n DME 12apr92
	CCCP-85481	Tu-154B-2	AFL/Tyumen-TJM	mfd	31mar81	
	RA-85481	Tu-154B-2	Aeroflot	DME	30aug93	l/n TJM 15may95, in Aeroflot c/s and titles
	RA-85481	Tu-154B-2	Tyumen Airlines	trf	31aug94	l/n TJM 25aug03; offered for sale on the Internet 16jun04
81A482	RA-85481	Tu-154B-2	Tyumen Airlines	SHJ	09feb97	l/n DME 06sep08; reported scrapped KOL prior to 2011
	CCCP-85482	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	mar81	toc 16apr81; rgd 27apr81; opb 235 OAO; f/n CDG 16jun83
	CCCP-85482	Tu-154B-2	AFL/Ukraine-KBP	trf	05mar88	l/n KBP 07sep92 with white tail, no flag
	UR-85482	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	f/n KBP 17jun93; seen KBP apr03/nov06, stored, engineless; canx 17mar06; not present may07; broken up
	LZ-BTT	Tu-154B-2	Balkan	d/d	apr81	f/n LHR 04may81; wfu SOF jan99; l/n SOF jun99 as such; scrapped may00
81A484	LZ-BTU	Tu-154B-2	Balkan	d/d	apr81	f/n LHR 16may81
	LZ-BTU	Tu-154B-2	Palair Macedonian	STR	20apr91	l/n DUS 22aug93
	LZ-BTU	Tu-154B-2	ex Palair c/s, n/t	ZRH	13aug94	opb Balkan; l/n FRA 06jun96
	LZ-BTU	Tu-154B-2	Balkan	NUE	29aug96	in all-white c/s; last flight 31oct96 to Bourgas museum (N42.568216 E27.520272), preserved there all-white c/s with titles and just 'U' on the nose wheel door; l/n BOJ aug16
	CCCP-85485	Tu-154B-2	AFL/West Sib,-OVB	mfd	25may81	on charge as of 01jul81; rgd 13jul81; f/n OVB 1987
81A485	RA-85485	Tu-154B-2	Aeroflot	DME	20mar93	
	RA-85485	Tu-154B-2	Toms Avia	trf	30jan94	f/n DME 28aug95, in Aeroflot c/s, no titles; l/n DME 02sep97
	RA-85485	Tu-154B-2	Toms Avia	DME	11jul98	l/n DME 20sep98
	RA-85485	Tu-154B-2	Sibir	VKO	06aug99	leased from Toms Avia since 03nov98; had additional 'Sberbank 160 let' (160 years Savings Bank of Russia) titles for some time; soc 01may06 as life-time expired; l/n OVB 15nov06, wfu with parts missing; broken up at OVB jan07
	CCCP-85486	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	29apr81	toc 05jun81; rgd 15jun81; opb 235 OAO; f/n CGN 22nov81; l/n HEL 22oct83
81A486	CCCP-85486	Tu-154B-2	AFL/Yakutiya	trf	01aug84	
	RA-85486	Tu-154B-2	Aeroflot	DME	02apr94	
	RA-85486	Tu-154B-2	Sakha Avia	trf	15jun94	canx 03jul00 as rented to Belarus
	EW-85486	Tu-154B-2	Gomelavia	SNN	31jul00	'G A' logo on fin
	RA-85486	Tu-154B-2	Atlant-Soyuz	VKO	10jul04	l/n VKO 26aug04
81A487	RA-85486	Tu-154B-2	Aeroflot c/s, n/t	VKO	20may05	l/n DME 05jul05, for Atlant-Soyuz
	RA-85486	Tu-154B-2	Gromov Air	DME	12jul05	Cyrillic titles, no tail logo; seen DME 15aug09; parked on the grass; seen DME aug10/feb14 as such
	CCCP-85487	Tu-154B-2	AFL/Tajikistan-DYU	mfd	apr81	toc 14may81; rgd 15jun81; f/n DYU 19sep87; l/n DME 12apr91
	EY-85487	Tu-154B-2	Tajik Air	SHJ	20jan94	seen DXB nov02 with additional 'Daallo Airlines' titles; l/n DYU 01sep07, stored; in fleet list 19oct07 as stored; scrapped at DYU by 13dec08
	OK-BYB	Tu-154B-2	CS-Gvt (LSFMV)	d/d	04jun81	rgd 08jun81; seen LHR 17oct87; canx 15apr92
81A488	OK-LCP	Tu-154B-2	Ensor Air	rgd	15apr92	f/n ORY may92; seen PMI 09aug92; l/n PRG oct92; canx 10feb93
	RA-85488	Tu-154B-2	Avial. Tatarstana	trf	unknown	on charge as of 01jan93; f/n PRG 25jan93, still in basic Ensor c/s with 'Aeroflot' titles; l/n PRG 14mar94, as such
	RA-85488	Tu-154B-2	Avial. Tatarstana	FRA	12jul95	seen KZN aug01/aug05, stored, no engines; soc 31oct05 as life-time expired; not present 07aug07; broken up
	CCCP-85489	Tu-154B-2	AFL/Krasnoyarsk	mfd	13may81	toc 22may81; rgd 08jun81; f/n SVO 01sep83; l/n KJA 01jul92
	RA-85489	Tu-154B-2	Aeroflot	SVO	16may93	opb KrasAir sep93
81A490	RA-85489	Tu-154B-2	KrasAir	DME	25aug97	l/n active GOJ 01sep06; seen KJA jul07/aug07, stored; broken up at KJA by may10
	CCCP-85490	Tu-154B-2	AFL/Ukraine-KBP	mfd	may81	toc 25may81; rgd 15jun81 f/n HAM 05jul81; l/n KBP 07sep92
	UR-85490	Tu-154B-2	Avialini. Ukrayiny	rgd	22jan93	f/n LED 17jun93; seen KBP apr03/jun06, wfu; canx 17mar06; not present may07; broken up
	CCCP-85491	Tu-154B-2	AFL/Leningrad	mfd	27may81	rgd 29jun81; on charge as of 01jul81; f/n HEL 01aug81
	CCCP-85491	Tu-154B-2	AFL/Kyrgyzstan	trf	17oct89	l/n DME 01sep93
81A492	EX-85491	Tu-154B-2	Kyrgyzstan Al	DME	25may94	l/n FRU 11may98; seen again FRU jul02/nov04, dumped; in fleet list 31dec03 as stored; broken up
	CCCP-85492	Tu-154B-2	AFL/Turkmenistan	mfd	28may81	toc 05jun81; rgd 24jun81; f/n LED 19jul86
	CCCP-85492	Tu-154B-2	Turkmenistan Al	TAT	25nov92	
	85492	Tu-154B-2	Turkmenistan Al	SVO	26apr93	
	EZ-85492	Tu-154B-2	Turkmenistan Al	IST	06may93	l/n ASB may96/nov08, wfu; for sale early 2008, t/t 24,504 hours and 12,276 cycles; broken up at ASB 2012
81A493	CU-T1224	Tu-154B-2	Cubana	d/d	02jul81	l/n HAV 14nov98, broken up
81A494	CCCP-85494	Tu-154B-2	AFL/N.Kavkaz-MRV	mfd	16jun81	on charge as of 01jul81; rgd 14jul81; f/n VKO 31aug81; l/n ULY 09sep92
	RA-85494	Tu-154B-2	Aeroflot	VKO	31aug93	
	RA-85494	Tu-154B-2	KavMinVody Avia	trf	15dec94	f/n SNN 27jan96; l/n NJC 04oct10, active; stored without engines MRV dec10; seen MRV 19aug11/04dec13 as such; broken up at MRV dec14
81A495	CCCP-85495	Tu-154B-2	AFL/International	mfd	26jun81	toc 12jul81; f/n ZRH 15jul81; rgd 05aug81; l/n ZRH 21feb82
	CCCP-85495	Tu-154B-2	AFL/North Kavkaz	trf	19mar82	damaged on landing at Kemerovo 13aug91 when touched down with a high g-load; repaired
	RA-85495	Tu-154B-2	Donavia	trf	25nov93	f/n ROV 19sep94, in Aeroflot c/s and titles; f/n VKO 26aug95; l/n VKO 02nov97
	RA-85495	Tu-154B-2	Donavia	VKO	26aug95	in Aeroflot c/s, no titles; l/n VKO 02nov97
	RA-85495	Tu-154B-2	Zavod 411	rgd	07may99	and leased to Sibir 31mar99/30dec02, see next line
81A496	RA-85495	Tu-154B-2	Sibir	VKO	05aug99	seen with additional 'Zavodu 411 GA-55 let' titles (meaning 55 years ARZ-411 at Mineralnye Vody) in 2001; l/n DME 26sep04
	RA-85495	Tu-154B-2	Karat	VKO	29apr05	l/n DME 10jan07
	RA-85495	Tu-154B-2	Daghestan Airlines	MRV	06jan08	l/n VKO 05jun10; seen MCX mar12/may15 stored
	CCCP-85496	Tu-154B-2	AFL/International	mfd	30jun81	toc 13jul81; f/n FRA 18jul81; rgd 05aug81; l/n GVA 27mar82
	CCCP-85496	Tu-154B-2	AFL/Georgia	trf	16apr82	l/n HEL 19sep87
81A497	CCCP-85496	Tu-154B-2	Aeroflot Georgia	VIE	30nov91	was also used as a VIP aircraft by the president Zviad Gamsakhurdia; in white c/s with 'Aeroflot' titles and titles in Georgian plus a small logo on the nose; l/n FRA 28aug92
	85496	Tu-154B-2	Orbi	MLA	16nov92	photo proof; l/n TXL 25jun93
	4L-85496	Tu-154B-2	Orbi	ORY	20jan94	l/n FCO apr96
	4L-85496	Tu-154B-2	Georgian Airlines	VKO	16apr97	l/n PRG 29aug02; l/n TBS 05sep03, stored, titles not noted
	4L-85496	Tu-154B-2	Air Libya Tibesti	SHJ	12oct03	l/n SHJ 28feb04;
81A498	4L-85496	Tu-154B-2	no titles	TBS	mar05	in basic Air Libya Tibesti c/s; seen TBS jul05/jun09, stored; broken up aug09
	CCCP-85497	Tu-154B-2	AFL/International	mfd	16jul81	toc 25jul81; f/n FRA 07aug81; rgd 11aug81
	CCCP-85497	Tu-154B-2	AFL/Leningrad	trf	18jun82	
	CCCP-85497	Tu-154B-2	AFL/Kyrgyzstan	trf	26feb90	
	EX-85497	Tu-154B-2	Kyrgyzstan Al	DME	10oct94	stored FRU since at least dec03 as per fleet list, l/n sep04/nov04 and still in JP-07; titles painted as such with the 'h'; broken up 2005
81A498	CCCP-85498	Tu-154B-2	AFL/International	mfd	21jul81	toc 31jul81; rgd 09oct81

	CCCP-85498 RA-85498 RA-85498	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen Aeroflot Tyumen Airlines	trf DME trf	07jul82 20mar93 31aug91	l/n DME 10sep92
81A499	CCCP-85499 UR-85499	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	ju81 21jan93	f/n DME 07may95; offered for sale on the internet 16jun04; seen in ARZ-411 at MRV aug05/feb09, wfu; scrapped at MRV starting around 19mar10, only rear fuselage left by sep10
81A500	CCCP-85500 RA-85500 RA-85500	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk-KUF Aeroflot Samara	mfd KUF trf	18jul81 25apr93 24nov94	f/n VKO 27apr93; seen KBP sep99/nov06, derelict, engineless; canx 08jan02; broken up nov06 rgd 26aug81; on charge as of 01oct81; f/n SVO 25sep87; l/n DME 10sep92
81A501	70-ACN	Tu-154B-2	Alyemda	SXF	05oct81	in basic Aeroflot c/s; f/n IST 20mar96; operator's certificate revoked 30sep08; seen stored at KUF jul10/jun15 returned to Russia, seen VKO jun92; written off on account of the condition of the airframe, hulk seen at Vnukovo VARZ rgd 31aug81; on charge as of 01oct81; f/n HAM 23may82
81A502	CCCP-85502 RA-85502 RA-85502	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd DME trf	aug81 02sep93 31aug94	f/n PMI 29jun95; l/n TJM 09jul04; offered for sale on the Internet 16jun04; broken up toc 28aug81; rgd 25sep81; f/n DME apr82; l/n DME 08jul92
81A503	CCCP-85503 RA-85503 RA-85503 RA-85503	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT Aeroflot Baikal Airlines Tesis	mfd IKT trf IKT	24aug81 02jun93 07feb95 05jun01	l/n DME 20nov98, in Aeroflot c/s and titles leased from Baikal Airlines 01nov00/01nov05; seen in ARZ-411 at MRV aug05/feb09, wfu; slowly scrapped at MRV starting around 19mar10, completed dec10
81A504	CCCP-85504 RA-85504 RA-85504 RA-85504 RA-85504 RA-85504 RA-85504 RA-85504	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/West Sib.-OVb Aeroflot Sieveraero Omskavia Sibaviatrans Aeroflot c/s, n/t Tatarstan Airlines UTair	mfd LED DME DME DME VKO SHJ rgd	07aug81 17jun93 20sep98 18nov98 17jun99 19aug99 02feb00 13may03	rgd 15sep81; on charge as of 01oct81; f/n OVB apr82; l/n DME 16aug92 l/n VKO 02sep97 l/n DME 21sep98 still with 'Sieveraero' tail logo l/n VKO 20jun99 sold by Kemerovskoye aviapredpriyatiye through bankruptcy procedures lsf Avializing 27apr03/27apr09; f/n VKO 18apr04; l/n VKO 22jul07; still in fleet list 15nov07; l/n SGC 27oct09, all-white c/s, no titles, stored; photo SGC 2011 with titles and registration removed; l/n SGC 28mar13/03may14, as such with registration still worn on the wings
81A505	CCCP-85505 CCCP-85505 RA-85505	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk Aeroflot KrasAir	mfd DME DME	28aug81 26feb92 06sep93	on charge as of 01oct81; rgd 11dec81; f/n SVO 02jun82; l/n DME 12apr92 with additional Krasnoyarskavia titles below the cheatline; l/n KJA 01jul92
81A506	CCCP-85506 CCCP-85506 RA-85506 RA-85506 RA-85506	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk AFL/East Sib.-HTA Aeroflot Chita Avia Sayanya Airlines	mfd trf SVO trf SVO	31aug81 07mar89 20apr93 29jul93 jun99	on charge as of 01oct81; rgd 03nov81; f/n VKO 18sep85 l/n DME 12apr91 l/n DME 29jun98, in Aeroflot c/s and titles basic AFL c/s, Sayanya titles and logo; was leased from Chita Avia 31aug98/01jun99; l/n operational SVO 18aug99 (!); operations ceased 2001; seen stored HTA may07/nov16
81A507	CCCP-85507 CCCP-85507 85507 EZ-85507	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan AFL/Turkmenistan Turkmenistan Turkmenistan Al	mfd trf SVX DME	21sep81 26jul90 20apr93 20may93	toc oct81; rgd 28oct81; f/n GDx 12nov81, first Sokol-based Tu-154 l/n DME 12apr91, in Aeroflot colours with blue tail in basic Aeroflot c/s with blue tail l/n IST 26aug98; sole Tu-154 in nov99 fleet list; not in fleet list 2001/feb08; seen ASB apr02/nov08, wfu; for sale early 2008, t/t 26,763 hours and 13,523 cycles; broken up ASB 2012
81A508	CCCP-85508 RA-85508 RA-85508	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals Aeroflot Ural Airlines	mfd SVX trf	25sep81 25sep92 25jul94	toc 01oct81; rgd 28oct81; f/n SVO 23apr85 l/n SVX 20apr93 f/n SHJ sep94; l/n stored SVX 20aug12; broken up nov12
81A509	CCCP-85509 CCCP-85509 EW-85509 EW-85509 EW-85509	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan AFL/Belarus Belavia Shahean Air Intl Belavia	mfd trf MRV DXB MSQ	30sep81 25jun90 15may96 30jan02 09may05	toc oct81; rgd 05nov81; f/n KBP 1981 l/n MSQ apr93 l/n FRA 31aug01 l/n DXB 29dec03, basic Belavia c/s; leased from Belavia seen MSQ aug07/apr11, stored; not in Belavia fleet list feb08; l/n MSQ dec12/nov16, stored toc 24sep83; rgd 12oct83; year in c/n from the Russian Register and MGA document; f/n NUE 05jan84; seen LHR 15dec84 on VIP flight; l/n ORY 02oct85; trf 06aug90 to the Soviet Air Force, based at Chita, with military unit 55345
82A510	CCCP-85510	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	aug83	seen DME 07jul04 in absolutely non-standard c/s; l/n CKL sep08 and OVB oct08 with 'City of Chita' logo by 1st door; l/n SVX 19nov11
	RA-85510	Tu-154B-2	Russian AF/AFL c/s	VKO	07sep93	test flown after overhaul, bare metal with just a registration and Russian flag painted on; seen fully painted in colours similar to Rossiya SVX 05sep13; l/n OVB 13dec16
	RF-91822	Tu-154B-2	Russian air Force	Sae	16jul13	toc 06nov81; rgd 16dec81; f/n SXF 15jun82; still CCCP-09jul93 l/n DYU 01sep07, stored; in fleet list 19oct07 as stored; broken up by 2009 rgd 12jan82; toc unknown f/n SVO 21sep85; l/n DME 12apr91 l/n Ulyanovsk-Vostochny 17aug99 l/n IKT 05jun01
81A511	CCCP-85511 EY-85511	Tu-154B-2 Tu-154B-2	AFL/Tajikistan Tajik Air	mfd DME	oct81 01sep93	lsf Baikal Airlines since 28sep01 but sold to Tesis 07may04; named 'Vladimir Kondakov' in 2002; seen at ARZ-411 at MRV 27aug05, no titles; probably scrapped at MRV in late 2009
81A512	CCCP-85512 CCCP-85512 RA-85512 RA-85512 RA-85512 RA-85512	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/GosNII GA AFL/East Siberia Aeroflot Baikal Airlines Tesis	mfd mfd trf VKO trf DME	31oct81 13jul82 15may93 07feb95 17aug03	toc 02nov81; rgd 12nov81; f/n BKH 11mar82; l/n LGW 16aug89 f/n ATH 26feb93; seen KBP jul99, wfu; canx 17mar06; l/n jun06; broken up at KBP aug06 toc 29oct81; rgd 13nov81; f/n DME 18sep85; l/n DME 12apr92
81A513	CCCP-85513 UR-85513	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	oct81 10jan93	leased from Chelyabinsk Avia; l/n IST 18feb94 l/n DUS 06jan95
81A514	CCCP-85514 RA-85514 RA-85514 RA-85514 RA-85514 RA-85514 RA-85514	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals-CEK Aeroflot Chelyabinsk Avia Aviaprima Sochi Al Chelyabinsk Avia Aviaprima Sochi Al Chelyabinsk Avia	mfd IST trf SXF DUS DXB CEK	21oct81 20nov92 19may93 28aug93 aug94 15jan95 22aug95	leased from Chelyabinsk Avia; small titles on nose only leased to Enkor 15jun01/31dec04; seen in white/blue c/s without titles in VARZ-400 04apr04; carried additional 'Enkor' titles on nose, l/n as such jul05; seen OVB apr06/oct10, wfu; scrapped at OVB in early 2011
81A515	CCCP-85515 YL-LAB YL-LAB --	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX Latavio Latpass Airlines Yefim Ratner	mfd SNN RIX RIX	27oct81 06aug92 10jun96 07oct05	rgd nov81; rgd 07dec81; first Riga-based Tu-154 from 20nov81; seen RIX jul87; l/n RIX 19aug90 toc only 19oct92; l/n SHJ 02dec95 rgd 27mar98, possibly renewal of registration; wfu 2003; seen wfu at RIX, engines and titles gradually removed jun04/aug05; still current on Latvian register owned by Yefim Ratner, the chairman of Latpass Airlines; named 'Yakov Ratner' after the father of Yefim Ratner; in fantasy dark grey/light grey c/s with pink rudder and birds on fuselage and tail, no titles; preserved in the Riga Aviation Museum from 21dec05, l/n 24jan10; sold as scrap metal in early 2010; scrapping started 26feb10 and completed 27mar10
81A516	CCCP-85516 CCCP-85516 YL-LAC UN-85516	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX Latavio Latavio Aerosevice	mfd RIX rgd AMS	23nov81 sep92 14dec92 02oct93	toc nov81; rgd 22dec81; f/n SVO 29apr84; last overhaul completed 23jan90; l/n LGW 13jul90 f/n LCA 16dec92; canx 02aug93 carried additional 'Kazakhstan Aircompany' (sic !) titles; seen near the military area at ALA jun02/06nov08, wfu; sold to Asia Continental Airlines in 2005; offered for sale on the internet 24sep08 with t/t 24,204 hours and 12,758 cycles, for \$ 80,000; scrapped at ALA nov08, fin cut off by 25nov08
81A517	OK-BYC OK-LCS RA-85804 RA-85804 RA-85804 RA-85804	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	CS-Gvt (LSFMV) Cargo Moravia Al Krai Aero Avial. Tatarstana Qeshm Air	mfd slid toc trf SHJ	27nov81 20jan90 09dec92 28dec92 feb99	seen PRG 20may91, in basic ex-Government c/s with 'CMA' titles; l/n PRG 02aug92; canx 07dec92 f/n PRG 09dec92 f/n DRS 04may93; with additional small 'Aeroflot' titles until at least jun94; l/n SHJ 28nov98
81A518	RA-85804 CCCP-85518 CCCP-85518 85518 4L-85518 4L-85518	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Avial. Tatarstana AFL/Georgia Orbi Orbi Orbi Georgian Airlines	IST mfd VIE FRA TBS	ju99 30nov81 sep92 28apr93 08jan94 oct99	seen KZN jun05, wfu, missing one engine; l/n aug05; not present 07aug07; broken up toc 04dec81; rgd 30dec81; f/n CDG apr82; l/n LED 17may91 l/n VKO 04sep93 l/n TBS 16may96
81A519	CCCP-85519 CCCP-85519 CCCP-85519 EX-85519	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Krasnoyarsk AFL/Kyrgyzstan Kyrgyzstan Al	mfd trf trf RKT	16dec81 25sep82 20jul90 12jan94	seen stored TBS aug01/jul05; not in 2001 fleet list; broken up toc 31dec81; f/n ZRH 16jan82; rgd 09mar82 l/n 23may93 titles painted with the 'h' on right-hand side; later repainted in white c/s with just 'Kyrgyzstan' titles; sat wfu at FRU from at least dec03 as per fleet list, seen sep04/sep10
81A520	CCCP-85520 CCCP-85520 RA-85520 RA-85520 RA-85520	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan AFL/Yakutiya Aeroflot Sakha Avia Yakutiya	mfd trf VKO trf YKS	18dec81 01mar90 04may94 20jul95 15aug03	l/n YKS 03jul92 l/n YKS 13may95 seen VKO 21aug01; l/n DME 05jun02 l/n YKS 01jul04; wfu 2006; in fleet list 04may09 as wfu; l/n YKS 28jun12 with many parts missing; seen 09sep14 broken up rgd 18jan82; on charge as of 01apr82; f/n ALA 02may89; l/n DME 16aug92 with Kazakhstan flag Karaganda based; f/n DME 16jun94, in Aeroflot c/s. no titles; l/n DME 07jul98 l/n SAW 03may05; trf to Aerotrans 2006 for a short period l/n SAW 03oct06 l/n DMB 19jun13/04may15, stored toc 13jan82; rgd 03feb82; f/n dec85; l/n VKO 11sep92
81A521	CCCP-85521 UN-85521 UN-85521 UN-85521 UN-85521 UN-85521	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kazakhstan-ALA Aeroflot Air Kazakstan Air Kazakstan Aerotur Air Aerotur KZ	mfd SXF trf ALA SAW DMB	22dec81 aug93 26sep96 30jun99 17sep06 29jul10	l/n DMB 19jun13/04may15, stored toc 13jan82; rgd 03feb82; f/n dec85; l/n VKO 11sep92 f/n SHJ 09apr95, in Aeroflot c/s, no titles; l/n IST 13jul98 l/n TJM 25aug03
81A522	CCCP-85522 RA-85522 RA-85522 RA-85522	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines Tyumen Airlines	mfd DME trf SHJ	30dec81 06sep93 31aug94 24mar99	

	RA-85522	Tu-154B-2	Kolavia	SGC	01may04	leased from Tyumen Airlines 10dec03/31may04; offered for sale 16jun04, but could not be sold; l/n DME 27aug10; scrapped by feb12
81A523	CCCP-85523 RA-85523 RA-85523 RA-85523	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	MAP LII Zhukovski LII Zhukovski Moscow Airways LII Zhukovski	mfd BHX SVO ZIA	01dec81 30may93 23aug93 14aug01	rgd 12mar82; in Aeroflot c/s; f/n DME 20sep85; l/n LED 05sep92 in Aeroflot c/s; l/n ATH 02jun93 l/n ZIA 23aug97; reported for Tupolev Aerotrans in basic Aeroflot c/s, no titles; seen wfu, without engines, at ZIA aug03/aug09; canx 22jul10; scrapped in 2010
82A524	CCCP-85524 YL-LAG 4K-85524 4K-85524	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Latvia Latavio Aeroflot c/s, n/t Turan Air	mfd rgd SHJ RKT	26jan82 21dec92 05mar95 30mar00	toc 03feb82; rgd 09mar82; f/n RIX nov84; l/n SVO 02jun92; soc 27jul92 l/n TLV 23dec92; l/n RIX 11sep94, wfu ?; canx 02feb95 l/n DME 29jun98; only Azeri flag, for Turanair seen BAK feb02/may03, stored and CCCP- again visible whilst 4K- was faded; current on Azerbaijan register 20nov03; broken up on charge as of 01apr82; f/n DME apr82; rgd 31may82 on charge as of 01jul92 in Aeroflot c/s and titles l/n UFA 18aug99; reported wfu UFA nov01; soc 25dec01 as life-time expired; broken up; canx only 26jan04
82A525	CCCP-85525 CCCP-85525 RA-85525 RA-85525	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk-UFA Bashkirian AI Bashkirian AI Bashkirian AI	mfd trf IST DME	16jan82 unknown 07dec92 22aug95	in basic Aeroflot colours with Transaero titles l/n LED 06sep92
82A526	CCCP-85526 UR-85526	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	30jan82 28jan93	toc 11feb82; rgd 26feb82; f/n DUS 07mar82; l/n KBP 08sep92 f/n STR 24feb93; seen KBP apr03/nov06, stored at KBP, engineless; canx 06feb06; not present may07; broken up rgd 12mar82; on charge as of 01apr82; f/n PRG 10jun82; l/n HEL 11apr92
82A527	CCCP-85527 RA-85527 RA-85527 RA-85527 RA-85527	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia Donavia Aeroflot-Don	mfd HEL trf ROV VKO	11feb82 07oct92 25nov93 13jul97 18jun02	l/n VKO 01jul95, in Aeroflot c/s, no titles; l/n MRV 15may96, bare metal on overhaul l/n ROV 21aug01 offered for sale 13feb07/feb08 (without APU); l/n ROV 18feb08; broken up ROV jul09
82A528	CCCP-85528 CCCP-85528	Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Belarus-MSQ	mfd trf	22feb82 11oct85	rgd 12mar82; on charge as of 01apr82; f/n OVB apr82 last overhaul completed 15feb91; dbr 13oct92 on the leg from Vladivostok of a charter flight for small traders from China to Belarus or Lithuania when took off with the MTOW exceeded (as 16.8 tonnes of cargo had been loaded instead of the declared 10 tonnes) and the centre of gravity being outside of the envelope, the aircraft was not able to lift off, the take-off was aborted at a speed of 320 km/h, the aircraft overran the runway by 28 metres and suffered substantial damage, all 5 crew and 62 passengers escaped unhurt; t/t 20,366 hours and 8,758 cycles on charge as of 01apr82; rgd 15apr82; f/n DME 09jun92; l/n DME 16aug92
82A529	CCCP-85529 RA-85529 RA-85529	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk Aeroflot KrasAir	mfd DME DME	22feb82 07jul93 26aug95	offered for sale oct06, but could not be sold; l/n KJA oct09, wfu; broken up at KJA by may10
82A530	CCCP-85530 HA-LCS CCCP-85530 CCCP-85530 CCCP-85530 RA-85530 RA-85530	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International MALÉV AFL/International AFL/Leningrad Transaero AFL/Leningrad Aeroflot Pulkovo Avia	f/f d/d ret trf SVO SVO SVO trf mfd	19feb82 jun86 12dec88 10nov89 22feb92 19apr92 14may93 22nov94 17feb82	used as a cargo aircraft without passenger seats in 1988; canx by 19apr89 l/n HEL 09jul89 in basic Aeroflot colours with Transaero titles l/n LED 06sep92 f/n SNN 11jul97; seen LED nov05/apr07, wfu; broken up at LED 06may07 on charge as of 01apr82; f/n SVO 10apr82; rgd 19apr82; l/n HEL 10oct87; canx 26apr88 as to Hungary, h/o as a payment for debts; soc 27apr88 rgd 25jul88; with small 'Alitalia partner' titles aug96; involved in last government service 09jun00 (RBA-BUD); last commercial service 28mar01 (CPH-BUD); MALÉV markings removed by 11apr01; delivered to VKO 23apr01 for Avial and canx same day
82A531	HA-LCU -- RA-85851	Tu-154B-2 Tu-154B-2 Tu-154B-2	ex MALÉV c/s, n/t ex MALÉV c/s, n/t	VKO rgd	16aug01 29sep03	no visible marks; impounded by Russian Customs; later stored at Zhukovski; under overhaul by jul02 registration document dated 25sep03; already f/n VKO 13aug03; owned by Ladoga according to and impounded by court order dated 03nov03; seen ZIA aug05; arrived at DME 29sep06 and stored, l/n 31may08
82A532	RA-85851 CCCP-85532 CCCP-85532 EZ-85532	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Moskoviya AFL/Turkmenistan Turkmenistan AI Turkmenistan AI	DME mfd IST DME	02aug08 19mar82 19nov92 12apr93	in basic MALÉV c/s with 'Moskoviya' titles; seen DME may10/nov16, parked on the grass toc 26mar82; rgd 03may82; f/n DME oct85 l/n DME 20mar93 l/n operational DME 21may96; seen ASB apr02/oct09, wfu; for sale early 2008, t/t 24,995 hours and 12,154 cycles; broken up ASB 2012
82A533	CCCP-85533 85533	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd	mar82 1992	crashed on landing Delhi 09jan93, whilst operating for Indian Airlines
82A534	CCCP-85534 RA-85534 RA-85534	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr CKL	31mar82 14jun93 23jul07	f/n Sperenberg 10may82; rgd 20jul82; l/n KBP 13apr92 l/n CKL 14aug06 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles CKL 05may10; seen KBP 21apr11 with 'VVS Rossii' titles on fin; l/n CKL 18sep15
82A535	CCCP-85535 UR-85535	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	23apr82 21jan93	toc 21may82; f/n DUS 30may82; rgd 11jun82; l/n KBP 14apr92 f/n HEL 16may93; seen KBP apr03/nov06, wfu, engineless; canx 06feb06; broken up at KBP 05/06jan07
82A536	CCCP-85536 CCCP-85536 EK-85536 EK-85536	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Armenia Armenian Airlines Armenian Airlines	mfd ORF CDG	22apr82 11mar93 28oct93	rgd 10may82; on charge as of 01jul82; l/n VKO 23feb92 seen EVN dec02/apr04, stored; l/n DXB 13mar05 & RKT 15mar05, probably opb South Airlines these dates, see next line l/n RKT 24jun05; titles on Armenian c/s plus blue/orange band still ex-Armenian Airlines c/s, no titles; arrived FJR 25aug07 for storage; canx 30dec08 from Armenian register; l/n FJR 12dec09; not present 02mar10, broken up
82A537	CCCP-85537 85537 UN-85537 UN-85537 UN-85537 UN-85537	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kazakhstan-KGF Aeroflot Aeroflot Aeroflot c/s, n/t Kazakstan Airlines Air Kazakstan	mfd DME SXF HAJ FRA trf	06apr82 20mar93 30jun93 may94 23dec95 26sep96	toc 04may82; rgd 18may82; f/n ALA 21apr84 l/n VKO 20apr93, small titles only with Kazakhstan flag, small titles only l/n FRA 15apr95; with Kazakhstan flag photo HAJ 17jun94, error in year ?; l/n DME 29jun98; see trf date next line ! Karaganda based; f/n HAJ 31oct98; l/n SHJ 25jan02; seen ALA aug02/sep02, stored in maintenance area; seen KGF (N49.678611 E73.340788) 28nov07/aug16, wfu toc 27may82; rgd 11jun82; opb 235 OAO; f/n CDG 06oct84; seen HEL 13apr85 l/n SVO 26jun92
82A538	CCCP-85538 CCCP-85538 EW-85538 4K-85538 EW-85538 EW-85538	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Belarus Belavia Belavia c/s, n/t Belavia Shaheen Air Intl	mfd trf MSQ DME PRG DXB	13may82 08jun88 10jul94 18aug97 16oct98 30jan02	l/n DME 02sep97, operated for Improtex l/n SHJ 31mar00 returned to Belavia after lease, still in basic Belavia c/s with 'Shaheen' titles and logos; seen MSQ may05/may12, wfu and stored; not in Belavia fleet list feb08; l/n MSQ 07may13 being broken up wings already clipped
82A539	CCCP-85539 YL-LAF UN-85539	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX Latavio Aeroflot	mfd rgd SHJ	apr82 19oct92 22jan94	toc 07may82; rgd 07jun82; f/n VKO 08apr84 canx 02aug93; no sightings reported ! carried additional 'Kazakhstan Aircorpany' (sic !) titles; l/n ALA 24sep99; seen ALA jun02/06nov08, wfu near the military area; broken up at ALA nov08
82A540	CCCP-85540 RA-85540 RA-85540	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot Mavial	mfd GDZ trf	14may82 08jul94 01mar95	toc 26may82; rgd 15jun82; f/n KHV 30aug89 l/n TAS 07may98, apparently still as AFL, see next line f/n DME 18apr06, first sighting in many years; operator ceased operations 29jun06, sat wfu at DME since; l/n aug10; broken up 20aug11
82A541	CU-T1227	Tu-154B-2	Cubana	d/d	17jun82	f/n MEX 20may83; c/n confirmed; crashed on landing at Mexico City 14sep91 on the second attempt, high pollution levels and fog had reduced visibility, the aircraft strayed from its final approach course and was too high, touchdown was finally executed on the last third of runway 05R and the aircraft came to rest after striking an ILS antenna, some 500 metres from a busy highway which surrounds the airport, all 12 crew and 100 passengers survived; wreck still present 07nov91 toc 09jun82; rgd 16jun82; f/n FRA 18jul82 rgd 19jul86; f/n ZRH 24jul86; canx by 19apr89
82A542	CCCP-85542 HA-LCT CCCP-85542 CCCP-85542 RA-85542 RA-85542	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International MALÉV AFL/International AFL/Leningrad Aeroflot Pulkovo Avia	mfd d/d ret trf ZRH trf	28may82 17jul86 28nov88 17nov89 27jun92 22nov94	l/n LED 05sep92 leased to Sultan Air in summer 1992; l/n SVO 11apr94 used only as test registration
82A543	CCCP-85543 HA-LCR	Tu-154B-2 Tu-154B-2	MALÉV	d/d	23jun82	rgd 25jun82; received as replacement for lost HA-LCF; damaged beyond economical repair on landing Thessaloniki 04jul00 (N40.526435 E22.972469) when crew forgot to lower the landing gear, belly touched, got airborne again and landed with gear deployed; canx 01sep00; t/t 22,409 hours and 13,583 cycles; subsequently used for airport for training in basic ex-Malev c/s; l/n sep14 toc 09jul82; f/n FRA 14jul82; rgd 26jul82; l/n HEL 06jun87; soc 10may88; canx 19may88 as to Hungary, handed over as a payment for debts
82A544	CCCP-85544 HA-LCV --	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International MALÉV ex MALÉV c/s, n/t	mfd d/d VKO	01jun82 01sep88 16aug01	rgd 08sep88; last service 28mar01 (MUC-BUD); made a farewell flight over Budapest 30mar01; MALÉV markings removed by 11apr01; delivered to Vnuukovo 25apr01 for Avial and canx same day; t/t 25,608 hours and 12,966 cycles no visible marks; impounded by Russian Customs; owned by Ladoga according to court order dated 03nov03; broken up, exact location (Samara-Bezmyanka) ? toc 14jul82; f/n FRA 17jul82; rgd 30jul82 l/n still CCCP- 07apr93 l/n AYT 05jul01 returned to Belavia after lease, still in basic Belavia c/s with 'Shaheen' titles and logos; seen MSQ may05/apr11, wfu and stored; not in Belavia fleet list feb08; l/n MSQ 07may13 being broken up wings already clipped
82A545	CCCP-85545 CCCP-85545 EW-85545 EW-85545	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Belarus Belavia Shaheen Air Intl	mfd trf MSQ DXB	02jul82 01nov88 09may95 30jan02	returned to Belavia after lease, still in basic Belavia c/s with 'Shaheen' titles and logos; seen MSQ may05/apr11, wfu and stored; not in Belavia fleet list feb08; l/n MSQ 07may13 being broken up wings already clipped
82A546	CCCP-85546	Tu-154B-2	AFL/Latvia-RIX	mfd	29jun82	toc 07jul82; rgd 02aug82; f/n SVO 21sep85

	CCCP-85546 YL-LAE YL-LAE UR-85546 UR-85546 ER-TAI UR-85546 ER-TAI ER-TAI	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Baltic Internat. Latavio Latavio Tavria MAK Air Somalia Air Somalia Air Somalia Air Somalia Air Service Intl	LBA rgd RIX ODS SHJ rgd DXB SHJ SHJ	27jul92 23sep92 10sep93 08jul96 17dec00 11sep01 03nov01 30dec01 17jan02	seen FRA 21nov92, still in full Baltic International c/s l/n CDG 23dec95; canx 18apr96 l/n SHJ 27nov00 and was stripped by 07dec00 l/n DXB 18sep01; named 'Tavrei' f/n DXB 21sep01; l/n DXB 19oct01, parked all this time
	ER-TAI ER-TAI	Tu-154B-2 Tu-154B-2	all-white c/s, n/t Air Service Intl	SHJ SHJ	27jan05 04mar05	and still present feb04, stored; basic Air Somalia c/s; seen SHJ may04/dec04 in all-white c/s, no serial, being worked upon serial on port side only; possibly had titles, see previous and next line ! c/n confirmed; all-white c/s with very small titles port side only; canx from Moldovan register as sold to Russia 30jun04; moved to the scrap area SHJ 24dec07; l/n SHJ mar15 (N25.337854 E55.493567) in a very derelict condition on charge as of 01oct82; rgd 23dec82 f/n LED 16may85; l/n VKO 23feb92 operated for Aeroflot Georgia; initially with 'Aeroflot' titles, removed by late may93; l/n VKO 07sep93 operated for Aeroflot Georgia; l/n FRA 09aug94 l/n FRA feb98 seen TBS apr03/may11, wfu; scrapped at TBS jun11/jul11 toc 18aug82; rgd 27aug82; f/n DME 21apr91; l/n DME 12apr92 Azeri flag; l/n BAK 10dec92 reported for Azerbaijan Airlines not on Azerbaijan register 20nov03; l/n BAK (later became GYD) may03/ oct09, wfu by nov09; only two Tu-154 tails remained at GYD, one of them probably from this aircraft toc 06sep82; rgd 23sep82; f/n SVO 17sep85
82A547	CCCP-85547 CCCP-85547 GR-85547 4L-85547 4L-85547 4L-AAG	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk AFL/Georgia Aeroflot Aeroflot c/s, n/t Air Georgia Air Georgia	mfd trf FRA PRG FRA BFS	jul82 13jul84 27mar93 dec93 16jul95 27aug99	operated for Aeroflot Georgia; initially with 'Aeroflot' titles, removed by late may93; l/n VKO 07sep93 l/n FRA feb98 seen TBS apr03/may11, wfu; scrapped at TBS jun11/jul11 toc 18aug82; rgd 27aug82; f/n DME 21apr91; l/n DME 12apr92 Azeri flag; l/n BAK 10dec92 reported for Azerbaijan Airlines not on Azerbaijan register 20nov03; l/n BAK (later became GYD) may03/ oct09, wfu by nov09; only two Tu-154 tails remained at GYD, one of them probably from this aircraft toc 06sep82; rgd 23sep82; f/n SVO 17sep85
82A548	CCCP-85548 85548 4K-85548 4K-85548	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Azerbaijan Aeroflot Aeroflot c/s, n/t Azerbaijan Al	mfd DME BAK IST	29jul82 10sep92 17may96 20jun98	operated for Azerbaijan Airlines not on Azerbaijan register 20nov03; l/n BAK (later became GYD) may03/ oct09, wfu by nov09; only two Tu-154 tails remained at GYD, one of them probably from this aircraft toc 06sep82; rgd 23sep82; f/n SVO 17sep85
82A549	CCCP-85549 85549 EZ-85549	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Turkmenistan Turkmenistan Al Turkmenistan Al	mfd IST IST	25aug82 18dec92 22jun93	l/n ASB 14apr02, operational; not in fleet list jan04/feb08, seen ASB feb06/oct09, wfu; offered for sale in early 2008 with t/t 25,701 hours and 14,484 cycles; broken up ASB 2012 toc 10nov82; rgd 01dec82; f/n DME 15sep86
82A550	CCCP-85550 RA-85550 RA-85550 RA-85550	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines Aeroflot c/s, n/t	mfd KUF trf PMI	20oct82 25apr93 31aug94 jun96	l/n DME 21may96, in Aeroflot c/s and titles seen FRA jun97 with Aeroflot titles (the paint had faded and the titles were bleeding through again); l/n TJM jul00/aug03, wfu, as such after overhaul; lsf Avializing 30dec04/30dec07; f/n DME 29mar05; offered for sale by Avializing 02sep08 with t/t 27,507 hours and 12,877 cycles; l/n active VKO 03sep08; seen wfu at TJM (N57.189732 E65.333209) apr10, slowly being cannibalised; broken up mar11 toc 03sep82; rgd 10oct82; f/n ZRH 13oct82; featured in the Soviet movie 'Vals zolotykh telstvov' shot in 1992
82A551	CCCP-85551 CCCP-85551 RA-85551 RA-85551 RA-85551 RA-85551 RA-85551 RA-85551	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Arkhangel.-ARH Arkhangelsk Al East Line Aeroflot c/s, n/t Aeroflot-Nord AeroRent	mfd trf STR trf IST ARH SVO DME	25aug82 20jan90 24feb93 22feb94 14jun98 22oct01 04jan05 22feb09	l/n FRA 07sep01; leased from Arkhangelsk Airlines until 20oct01 rgd to North Leasing 27may03; lsd to Arkhangelsk Airlines (bought by Aeroflot aug04); l/n as such SVO 20aug03; seen SIP 06jul04 in all-white c/s l/n SVO 27aug08; ferried to MRV 30jan09 in basic new Aeroflot c/s, but with completely blue fin; operator's license suspended 08oct09; seen in ARZ-411 at MRV oct09; l/n MRV sep11 without outer wings; broken up toc 03sep82; rgd 10oct82; f/n AMS 11oct82
82A552	CCCP-85552 CCCP-85552 RA-85552 RA-85552 RA-85552	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Aeroflot Pulkovo Avia Pulkovo Avia	mfd trf LHR trf SVO	24aug82 10jan90 05dec92 22nov94 18jun00	in Aeroflot c/s and titles; l/n SVO 11jun99 l/n active SVO 26feb07; seen LED 25oct08, stored; broken up jul09 toc 14sep82; rgd 21sep82; f/n FRA 03oct82
82A553	CCCP-85553 CCCP-85553 CCCP-85553 RA-85553 RA-85553 RA-85553 RA-85553	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Transaero Aeroflot Aeroflot Pulkovo Avia Pulkovo Avia	mfd trf LED SVO LED trf SVO	30aug82 24nov89 30may92 19aug92 03jan93 22nov94 18jun00	in basic Aeroflot colours with Transaero titles l/n LED 05sep92 in Aeroflot s/s and titles; l/n LED may99 l/n LED 23aug08, stored; to be broken up; seen hangared LED 17dec08 being cannibalised; broken up LED 07jul09 f/n Spenberg 10nov82; rgd 06dec82; still 'CCCP-' by 22feb93 l/n as such CKL 25aug03; soc 02apr02 as life-time expired; refurbished by Aviakor, shown on Russian TV in the Aviakor factory in bare metal 22feb05 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles; l/n without titles SVO 28aug11; seen SCW 28oct11 with 'VVS Rossii' titles on fin; l/n Samara-Bezmyanka 17oct16 rgd 06dec82; f/n Spenberg 06jan83; still 'CCCP-' 17jun93 seen SXF 28may94; tender for rework issued 29jul08; l/n CKL 20aug07 opb 223 LO at Chkalovski; in basic Rossiya c/s, no titles but with '223 LO' badge; last overhaul completed 19feb09; seen CKL feb11 with 'VVS Rossii' titles on the fin; l/n VVO sep16 toc 06oct82; rgd 20oct82; first reported RIX 20may87 in an incident report canx 03dec93; no sightings reported seen DME 13mar96, in full Aeroflot c/s and titles; l/n DME 25aug97, as such opb 4 ae LO no. 3 at DME; l/n DME 30jun04; w/o 24aug04 on flight 1047 from DME to Sochi when was blown up by a female Chechen suicide bomber and crashed 8 km from Gluboki (Kamensk district of the Rostov region), all 8 crew and 38 passengers killed; t/t 30,751 hours; soc 25jul05 toc 26oct82; rgd 04nov82; f/n BTK 01jul92
82A554	CCCP-85554 RA-85554 RA-85554	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr Bkr	16sep82 17aug93 mar06	seen GDX 13may95, still in Aeroflot c/s and titles l/n UFA 26jan03 lsf Avializing 27apr03/27apr09; f/n VKO 16jan04; l/n TJM 10jul08; seen TJM (N57.190021 E65.332662) apr10/may13, wfu, slowly being cannibalised; fuselage in two pieces feb14 toc 05nov82; rgd 15dec82; f/n DME 18sep85; in Aeroflot colours with blue tail; l/n SVO 17jul91 photo SVO date unknown, in basic ex-Aeroflot colours with blue tail and Latvian flag with titles; canx only 17jun96, see next line l/n FRA 13mar99 seen TBS mar02/aug03, stored; still carried 4L-85558 on nose wheel doors 20may00 in white c/s with small 'GST Aero' titles; seen CIT 11feb10 without titles; l/n CIT aug11/may15 stored rgd 06dec82; f/n Spenberg 21jan83; still 'CCCP-' 25jun93 l/n BCN 24aug02 opb 223 LO at Chkalovski; in basic Aeroflot c/s; initially no titles; l/n without titles OVB 08jul10; seen CKL 02sep10 with 'VVS Rossii' titles on the fin; l/n OVB 14apr16 rgd 15dec82; on charge as of 01jan83; opb 235 OAO; f/n VKO 20sep85
82A555	CCCP-85555 RA-85555 RA-85555 RA-85555	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL fcs Russian Air Force	mfd Spr CKL	21sep82 13aug93 04aug08	seen GDX 13may95, still in Aeroflot c/s and titles l/n UFA 26jan03 lsf Avializing 27apr03/27apr09; f/n VKO 16jan04; l/n TJM 10jul08; seen TJM (N57.190021 E65.332662) apr10/may13, wfu, slowly being cannibalised; fuselage in two pieces feb14 toc 05nov82; rgd 15dec82; f/n DME 18sep85; in Aeroflot colours with blue tail; l/n SVO 17jul91 photo SVO date unknown, in basic ex-Aeroflot colours with blue tail and Latvian flag with titles; canx only 17jun96, see next line l/n FRA 13mar99 seen TBS mar02/aug03, stored; still carried 4L-85558 on nose wheel doors 20may00 in white c/s with small 'GST Aero' titles; seen CIT 11feb10 without titles; l/n CIT aug11/may15 stored rgd 06dec82; f/n Spenberg 21jan83; still 'CCCP-' 25jun93 l/n BCN 24aug02 opb 223 LO at Chkalovski; in basic Aeroflot c/s; initially no titles; l/n without titles OVB 08jul10; seen CKL 02sep10 with 'VVS Rossii' titles on the fin; l/n OVB 14apr16 rgd 15dec82; on charge as of 01jan83; opb 235 OAO; f/n VKO 20sep85
82A556	CCCP-85556 YL-LAD RA-85556 RA-85556	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX Latavio Barnaul GAP Sibir	mfd rgd trf OVB	22sep82 21dec92 15feb96 07jun01	seen DME 13mar96, in full Aeroflot c/s and titles; l/n DME 25aug97, as such opb 4 ae LO no. 3 at DME; l/n DME 30jun04; w/o 24aug04 on flight 1047 from DME to Sochi when was blown up by a female Chechen suicide bomber and crashed 8 km from Gluboki (Kamensk district of the Rostov region), all 8 crew and 38 passengers killed; t/t 30,751 hours; soc 25jul05 toc 26oct82; rgd 04nov82; f/n BTK 01jul92
82A557	CCCP-85557 RA-85557 RA-85557 RA-85557 RA-85557	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot Mavial/Magadan Al TyumenAviaTrans UTair	mfd SVX trf VKO rgd	30sep82 20apr93 18oct94 28jun02 28jan03	seen GDX 13may95, still in Aeroflot c/s and titles l/n UFA 26jan03 lsf Avializing 27apr03/27apr09; f/n VKO 16jan04; l/n TJM 10jul08; seen TJM (N57.190021 E65.332662) apr10/may13, wfu, slowly being cannibalised; fuselage in two pieces feb14 toc 05nov82; rgd 15dec82; f/n DME 18sep85; in Aeroflot colours with blue tail; l/n SVO 17jul91 photo SVO date unknown, in basic ex-Aeroflot colours with blue tail and Latvian flag with titles; canx only 17jun96, see next line l/n FRA 13mar99 seen TBS mar02/aug03, stored; still carried 4L-85558 on nose wheel doors 20may00 in white c/s with small 'GST Aero' titles; seen CIT 11feb10 without titles; l/n CIT aug11/may15 stored rgd 06dec82; f/n Spenberg 21jan83; still 'CCCP-' 25jun93 l/n BCN 24aug02 opb 223 LO at Chkalovski; in basic Aeroflot c/s; initially no titles; l/n without titles OVB 08jul10; seen CKL 02sep10 with 'VVS Rossii' titles on the fin; l/n OVB 14apr16 rgd 15dec82; on charge as of 01jan83; opb 235 OAO; f/n VKO 20sep85
82A558	CCCP-85558 YL-LAH 4L-85558 4L-AAH UN-85558	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX Latavio Air Georgia Air Georgia GST Aero	mfd rgd VKO FRA SAW	29oct82 19oct92 05sep93 24apr99 23jun05	seen GDX 13may95, still in Aeroflot c/s and titles l/n UFA 26jan03 lsf Avializing 27apr03/27apr09; f/n VKO 16jan04; l/n TJM 10jul08; seen TJM (N57.190021 E65.332662) apr10/may13, wfu, slowly being cannibalised; fuselage in two pieces feb14 toc 05nov82; rgd 15dec82; f/n DME 18sep85; in Aeroflot colours with blue tail; l/n SVO 17jul91 photo SVO date unknown, in basic ex-Aeroflot colours with blue tail and Latvian flag with titles; canx only 17jun96, see next line l/n FRA 13mar99 seen TBS mar02/aug03, stored; still carried 4L-85558 on nose wheel doors 20may00 in white c/s with small 'GST Aero' titles; seen CIT 11feb10 without titles; l/n CIT aug11/may15 stored rgd 06dec82; f/n Spenberg 21jan83; still 'CCCP-' 25jun93 l/n BCN 24aug02 opb 223 LO at Chkalovski; in basic Aeroflot c/s; initially no titles; l/n without titles OVB 08jul10; seen CKL 02sep10 with 'VVS Rossii' titles on the fin; l/n OVB 14apr16 rgd 15dec82; on charge as of 01jan83; opb 235 OAO; f/n VKO 20sep85
82A559	CCCP-85559 RA-85559 RA-85559	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr	29oct82 09jul93 jul04	seen GDX 13may95, still in Aeroflot c/s and titles l/n UFA 26jan03 lsf Avializing 27apr03/27apr09; f/n VKO 16jan04; l/n TJM 10jul08; seen TJM (N57.190021 E65.332662) apr10/may13, wfu, slowly being cannibalised; fuselage in two pieces feb14 toc 05nov82; rgd 15dec82; f/n DME 18sep85; in Aeroflot colours with blue tail; l/n SVO 17jul91 photo SVO date unknown, in basic ex-Aeroflot colours with blue tail and Latvian flag with titles; canx only 17jun96, see next line l/n FRA 13mar99 seen TBS mar02/aug03, stored; still carried 4L-85558 on nose wheel doors 20may00 in white c/s with small 'GST Aero' titles; seen CIT 11feb10 without titles; l/n CIT aug11/may15 stored rgd 06dec82; f/n Spenberg 21jan83; still 'CCCP-' 25jun93 l/n BCN 24aug02 opb 223 LO at Chkalovski; in basic Aeroflot c/s; initially no titles; l/n without titles OVB 08jul10; seen CKL 02sep10 with 'VVS Rossii' titles on the fin; l/n OVB 14apr16 rgd 15dec82; on charge as of 01jan83; opb 235 OAO; f/n VKO 20sep85
82A560	CCCP-85560 CCCP-85560 EZ-85560	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Turkmenistan Turkmenistan Al	mfd trf SVO	24nov82 03feb88 05jul93	seen ASB 18may96/nov08, wfu; not in fleet list nov99/feb08; offered for sale early 2008 with t/t 18,522 hours and 8,823 cycles; broken up ASB 2012 based in Ukraine Avialiniyi Ukrainiy c/s Avialiniyi Ukrainiy c/s l/n KBP 26jun99
82A561	CCCP-85561 CCCP-85561 85561 UR-85561 UR-85561 UR-UCZ UR-UCZ	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Ukraine Air Force Ukraine Air Force BSL Airline Ukraine Cargo Al Ukraine Cargo Al U.C. Airways	rgd VIE UTC KBP KBP BUD ROB	28jan83 25aug92 05apr93 22sep94 07jul99 03jun00 05may06	seen ASB 18may96/nov08, wfu; not in fleet list nov99/feb08; offered for sale early 2008 with t/t 18,522 hours and 8,823 cycles; broken up ASB 2012 based in Ukraine Avialiniyi Ukrainiy c/s Avialiniyi Ukrainiy c/s l/n KBP 26jun99 seen KBP may02/oct05, stored Ukrainian Cargo Airways; reportedly operational since jan06; for sale jan10 t/t 4,411 hours and 2,666 cycles; canx 08oct10; l/n KBP sep12/may16, stored rgd 16dec82; on charge as of 01jan83; f/n BTK 07sep89; l/n VVO 27mar92
82A562	CCCP-85562 RA-85562 RA-85562 RA-85562	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot Mavial/Magadan Al Vladivostok Air	mfd SVO trf IKT	24nov82 20apr93 18oct94 06jun01	l/n BUD 23sep00, still in Aeroflot c/s and titles leased from Mavial/Magadan Avia 02jul97/25jun03, sold to Vladivostok Avia 14mar03; named 'Dalnerechensk'; l/n VVO 21jun07; wfu in late autumn 2007; t/t 33,573 hours and 13,252 cycles by 01jul08 in basic Vladivostok Avia c/s, no titles; still named 'Dalnerechensk'; wfu 30mar09; l/n OVB 31aug09; overhauled by the Aviakor factory at Samara-Bezmyanka and retained as the overhaul was not yet paid for by jul11 rgd 01feb83; f/n Spenberg 28mar83; still 'CCCP-' 25aug93 was reportedly stored at CKL for almost 10 years, seen without engines aug09/aug10; was to be ferried from CKL to a rework plant 29apr11, but as two clamps in the control system had been connected incorrectly, steering became reversed and the aircraft started to shake and roll violently, the crew was very lucky in managing to land the aircraft at CKL, it overran the runway but no other damage occurred; photo Samara-Bezmyanka 06aug12 in primer c/s on a test flight; photo in flight, oct12 in full c/s similar to Rossiya; seen CKL 05nov12 with 'VVS Rossii' titles and 223 LO badge; l/n Samara-Bezmyanka 02aug16 on charge as of 01jan83; rgd 19jan83; f/n AMS 22jan83 seen in full colour scheme SVO early88 arrived this date Shannon for repainting l/n SVO aug01/dec02, no engines, wfu; scrapped; was canx 01apr02 identity sheet issued 08dec82; toc 12jan83; rgd 01feb83; f/n FBU 22feb83
82A563	CCCP-85563 RA-85563	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	21dec82 19may94	seen ASB 18may96/nov08, wfu; not in fleet list nov99/feb08; offered for sale early 2008 with t/t 18,522 hours and 8,823 cycles; broken up ASB 2012 based in Ukraine Avialiniyi Ukrainiy c/s Avialiniyi Ukrainiy c/s l/n KBP 26jun99 seen KBP may02/oct05, stored Ukrainian Cargo Airways; reportedly operational since jan06; for sale jan10 t/t 4,411 hours and 2,666 cycles; canx 08oct10; l/n KBP sep12/may16, stored rgd 16dec82; on charge as of 01jan83; f/n BTK 07sep89; l/n VVO 27mar92
82A564	CCCP-85564 BNMAU-85564 CCCP-85564 RA-85564 CCCP-85565	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International Mongolian Airlines Aeroflot Aeroflot Rus. Al AFL/International	mfd d/d ret SVO mfd	dec82 1988 25may90 19mar93 29dec82	seen ASB 18may96/nov08, wfu; not in fleet list nov99/feb08; offered for sale early 2008 with t/t 18,522 hours and 8,823 cycles; broken up ASB 2012 based in Ukraine Avialiniyi Ukrainiy c/s Avialiniyi Ukrainiy c/s l/n KBP 26jun99 seen KBP may02/oct05, stored Ukrainian Cargo Airways; reportedly operational since jan06; for sale jan10 t/t 4,411 hours and 2,666 cycles; canx 08oct10; l/n KBP sep12/may16, stored rgd 16dec82; on charge as of 01jan83; f/n BTK 07sep89; l/n VVO 27mar92
82A565	CCCP-85565	Tu-154B-2	AFL/International	mfd	dec82	seen ASB 18may96/nov08, wfu; not in fleet list nov99/feb08; offered for sale early 2008 with t/t 18,522 hours and 8,823 cycles; broken up ASB 2012 based in Ukraine Avialiniyi Ukrainiy c/s Avialiniyi Ukrainiy c/s l/n KBP 26jun99 seen KBP may02/oct05, stored Ukrainian Cargo Airways; reportedly operational since jan06; for sale jan10 t/t 4,411 hours and 2,666 cycles; canx 08oct10; l/n KBP sep12/may16, stored rgd 16dec82; on charge as of 01jan83; f/n BTK 07sep89; l/n VVO 27mar92

	CCCP-85565	Tu-154B-2	AFL/Moldova	trf	14jun89	
	CCCP-85565	Tu-154B-2	ALAK/Aerolicht		1991	
	CCCP-85565	Tu-154B-2	Transaero	ph.	aug92	in basic Aeroflot c/s
	CCCP-85565	Tu-154B-2	Air Moldova	TLV	28jan93	
	CCCP-85565	Tu-154B-2	Transaero	AMS	04apr93	l/n SVO 13apr93
	CCCP-85565	Tu-154B-2	Aeroflot c/s, n/t	FRA	01may93	
	ER-85565	Tu-154B-2	Aeroflot c/s, n/t	AMS	28sep93	rgd only 04apr94; l/n BRU 06oct93
	ER-85565	Tu-154B-2	Air Moldova	FRA	09apr94	canx 16nov98; stored at VARZ-400 at VKO, l/n as such 19may99, seen 21aug01, all stripped
	RA-85565	Tu-154B-2	Russian MVD/VV	TOF	06jul04	opb 3 oase on at Chkalovski/Novaya Derevnya; given in some documents as 223 LO of the Russian Air Force, but this is merely for insurance reasons; in basic Rossiya c/s, no titles; l/n OVB 08bov16; see rgd as RF- next line
82A566	RF-85565	Tu-154B-2	Russian MVD/VV	rgd	17may06	opb 3 oase on at Chkalovski/Novaya Derevnya
	CCCP-85566	Tu-154B-2	AFL/Armenia	mfd	jan83	toc 14jan83; rgd 01feb83; f/n DME 24sep87; in Aeroflot colours with blue tail; seen CDG 20jun91; l/n IST 1993
	EK-85566	Tu-154B-2	Armenian Airlines	MHP	29oct93	l/n active VKO 18feb02; seen stored at EVN dec02/may04; seen FJR 29dec06, no titles
	EK-85566	Tu-154B-2	South Airlines	FJR	11dec06	canx 30dec08 from Armenian register; l/n FJR 22dec09 in basic Armenian Al c/s, no titles; not present 02mar10, broken up
83A567	CCCP-85567	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	29jan83	toc 16feb83; rgd 28feb83; opb 235 OAO; f/n AER aug83
	CCCP-85567	Tu-154B-2	AFL/Magadan	trf	01sep88	
	RA-85567	Tu-154B-2	Aeroflot	LED	12sep93	
	RA-85567	Tu-154B-2	Mavial/Magadan Al	trf	18jan94	l/n GDY 18aug96, still in Aeroflot c/s and titles, wfu
	RA-85567	Tu-154B-2	East Line	DME	28jun03	
	RA-85567	Tu-154B-2	Mavial	DME	17aug03	operator ceased operations 29jun06; seen stored at GDY apr09/ may11; seen again 08sep11/16sep11 with tail cut off and being broken up; forward fuselage only 24feb12
83A568	CCCP-85568	Tu-154B-2	AFL/Yakutiya	mfd	23apr83	toc 20may83; rgd 08jun83; f/n VKO 20sep85
	RA-85568	Tu-154B-2	Aeroflot	YKS	08jul94	
	RA-85568	Tu-154B-2	Sakha Avia	trf	20jul95	f/n VKO 01sep97, in Aeroflot c/s, no titles; l/n IST 10jul98
	RA-85568	Tu-154B-2	SAAK Stavrop. Avia	STW	20apr98	basic Aeroflot c/s, no titles; lsd apr98/jul01; reported VKO 20aug99 and SHJ 06nov99 as Yakutavia, subleased ?; l/n DME 18oct02
	RA-85568	Tu-154B-2	Aerofrakht	DME	13aug03	l/n LCA 01nov03
	RA-85568	Tu-154B-2	Mega Lodis OOO	rgd	05dec03	leased to Atlant-Soyuz 01dec03/01nov04
	RA-85568	Tu-154B-2	Yakutavia c/s, n/t	LJU	14jan04	l/n VKO 16jan04, see previous line
	RA-85568	Tu-154B-2	Atlant-Soyuz	VKO	27jun04	seen wfu in VARZ-400 at VKO jul04/oct09; seen being broken up 12aug10
82A569	LZ-BTV	Tu-154B-2	Balkan	mfd	14nov82	d/d nov82; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; l/n CPH 04sep99; seen in primer in VARZ-400 at VKO aug01/aug03
	UN-85569	Tu-154B-2	Aerotrans	VKO	27jun03	in modified ex-Balkan c/s; l/n SAW 20sep06
	UN-85569	Tu-154B-2	Aerotur KZ	SAW	03oct06	with 'Aerotour KZ' titles; l/n CIT 19feb10, stored
	UP-T5408	Tu-154B-2	SkyBus	DMB	29jul10	opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, small titles on nose only; l/n DMB 24jun13/04may15, stored
83A570	CCCP-85570(1)	Tu-154B-2	AFL/International	mfd	feb83	toc 16mar83; rgd 22mar83; f/n GVA 09apr83; l/n SVO 14aug92
	RA-85570(1)	Tu-154B-2	Aeroflot Rus. Al	PRG	16nov92	l/n SVO 19aug01/may02, no engines, wfu; canx 01apr02; soc 02apr02 as life-time expired; broken up
83A571	CCCP-85571	Tu-154B-2	Soviet AF/AFL c/s	mfd	28feb83	f/n Sperenberg 18apr83; rgd 12may83; l/n Sperenberg 06jul93
	RA-85571	Tu-154B-2	Russian AF/AFL c/s	Spr	03aug93	opb 8 adon at Chkalovski; l/n CKL 14aug06
	RA-85571	Tu-154B-2	Russian Air Force	CKL	25jul08	opb 223 LO at Chkalovski; in basic Rossiya c/s without titles, carried a '223 LO' badge; l/n without titles; DME 27sep10; seen Chkalovski apr11 with 'VVS Rossii' titles; l/n OVB 28oct16
83A572	CCCP-85572	Tu-154B-2	Soviet AF/AFL c/s	f/f	21feb83	mfd 29mar83; rgd 12may83; f/n Sperenberg 01jun83; l/n LHR 16may89
	RA-85572	Tu-154B-2	Russian AF/AFL c/s	Spr	02feb94	opb 8 adon at CKL; new CoR issued 30oct02; l/n in standard 'Aeroflot' c/s CKL 17aug09; received small 'VVS Rossii' titles in addition to the 'Aeroflot' titles; f/n as such CKL 15sep10; l/n CKL 13aug12
	RA-85572	Tu-154B-2	Russian Air Force	SVX	05may14	opb 800 AvB at CKL; in basic Rossiya c/s with a '223 LO' badge, no titles; last overhaul completed 29dec14; l/n CKL 24dec16; w/o in the early hours of 25dec16 on the leg from Sochi to Latakia-Hmeimim of a flight from Chkalovski to Latakia-Hmeimim when the crew retracted the flaps instead of the landing gear by mistake, the aircraft lost height and crashed into the Black Sea 1.7 km off the coast (N43°25'30" E39°50'13") 70 seconds after take-off, all 8 crew and 84 passengers (among them 65 members of the Alexandrov Ensemble aka Red Army Choir) killed; t/t 6,689 hours
83A573	P-561	Tu-154B-2	Chosonminhang	SXF	29may84	reported with flightplan 'P5-CVN'
	P-561	Tu-154B-2	Air Koryo	NGO	04mar93	reportedly damaged at Pyongyang 15aug06, but the aircraft involved was most probably P-551; seen PEK 06mar07 with left main gear seen on fire this date but aircraft later departed after 2 hour delay; l/n FNJ 26sep15
83A574	CCCP-85574	Tu-154B-2	Soviet AF/AFL c/s	mfd	31mar83	rgd 12may83; f/n Sperenberg 18may83; reportedly l/n Sperenberg 06sep93 but see f/n date below !
	RA-85574	Tu-154B-2	Russian AF/AFL c/s	Spr	03sep93	l/n VKO 27nov97
	RA-85574	Tu-154B-2	FSB	VKO	04oct00	opb mil. unit 83475 at VKO; last overhaul completed 24nov99; with Belavia-style cheatline and Aeroflot-style grey tail, no titles; offered for sale by Russian privatisation agency 29mar07 with t/t 6,806 hours and 3,928 cycles; sold to S.D. Leichenko 27apr07 and probably sold on by him later
	RA-85574	Tu-154B-2	Zapolyarye	GOJ	26sep08	owned by RK Leasing; operator from documents; in previous c/s, no titles; l/n SSH 14jun09; arrested by Rosimushchestvo 02mar11 and offered for sale 13oct11, was at Ufa at the time; l/n UFA aug11/jun15 wfu, no titles; photo UFA 12nov16 with small 'Training Aircraft' titles and being used for de-icing practise this date
83A575	CCCP-85575	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	20apr83	toc 24may83; rgd 08jun83; opb 235 OAO; f/n GVA 19nov85
	CCCP-85575	Tu-154B-2	AFL/Uzbekistan	trf	03jul89	seen LHR may92 on a VIP flight this day
	85575	Tu-154B-2	Uzbekistan Airways	SHJ	24feb93	
83A576	UK-85575	Tu-154B-2	Uzbekistan Airways	FRU	28jun03	l/n TAS 01jun09; current on Uzbekistan register dec10
	CU-T1253	Tu-154B-2	Cubana	d/d	27may83	l/n HAV 14nov98, stored; seen HAV 20apr02 in grey c/s without titles and registration; not in fleet list 31dec05; bare metal Tu-154, tail apart and front upper fuselage missing, probably this one, seen HAV 28may06; nothing reported since (here or in Russia) and probably broken up
83A577	CCCP-85577	Tu-154B-2	AFL/Yakutiya	mfd	15jun83	toc 05jul83; rgd 18jul83; f/n VKO 18sep85
	RA-85577	Tu-154B-2	Aeroflot	YKS	13may95	
	RA-85577	Tu-154B-2	Sakha Avia	trf	20jul95	in basic AFL c/s with own titles; f/n SVO 29aug95; trf to Yakutiya, but wfu in 2004; stored at YKS, seen jul04/jun12; in fleet list 04may09 as wfu; in the process of being broken up 28jun12; remains still present 12sep12/03mar13
83A578	CCCP-85578	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	28jun83	toc 19jul83; rgd 25jul83; opb 235 OAO; f/n AER aug83
	CCCP-85578	Tu-154B-2	AFL/Uzbekistan	trf	26jan90	
	85578	Tu-154B-2	Uzbekistan Airways	SHJ	24feb93	
	UK-85578	Tu-154B-2	Uzbekistan Airways	TAS	22apr94	l/n TAS 17mar12
	85578	Tu-154B-2	Uzbekistan Airways	TAS	07aug13	stored, prefix removed; l/n TAS 10may15
83A579	CCCP-85579	Tu-154B-2	AFL/International	mfd	16jun83	toc 01jul83; rgd 11jul83; f/n LGW 11aug83
	CCCP-85579	Tu-154B-2	AFL/Leningrad	trf	03mar90	leased to Sultan Air in summer 1992, seen LED 07sep92 with small tail logo only and still with Aeroflot titles
	RA-85579	Tu-154B-2	Aeroflot	FRA	20dec92	
	RA-85579	Tu-154B-2	Pulkovo Avia	trf	22nov94	l/n LED 09jul98, in Aeroflot c/s and titles
	RA-85579	Tu-154B-2	Pulkovo Avia	PRG	21aug98	in Aeroflot c/s, no titles; l/n LED 22oct00
	RA-85579	Tu-154B-2	Pulkovo Avia	LED	21jul01	seen LED nov05/06may07, wfu; broken up at LED may07
83A580	CCCP-85580	Tu-154B-2	AFL/International	mfd	jul83	toc 29jul83; rgd 15aug83; f/n BRU 13sep83
	CCCP-85580	Tu-154B-2	AFL/Belarus	trf	22jul88	l/n MSQ 07sep93
	EW-85580	Tu-154B-2	Belavia	MSQ	09sep94	seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; l/n MSQ 07may13 being broken up, wings already clipped
83A581	CCCP-85581	Tu-154B-2	AFL/Belarus	mfd	jul83	toc 05jul83; rgd 29aug83; f/n VKO 18sep85
	EW-85581	Tu-154B-2	Belavia	SNM	07jan94	seen MRV 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia fleet list feb08; preserved at MSQ (N53.892054 E28.033835) by jul13; l/n oct16
83A582	CCCP-85582	Tu-154B-2	AFL/Belarus	mfd	22aug83	toc 01sep83; rgd 12oct83
	EW-85582	Tu-154B-2	Belavia	SNM	15jul94	seen MSQ mar04/feb09, in Aeroflot c/s, no titles, wfu; not in Belavia fleet list feb08
83A583	CCCP-85583	Tu-154B-2	AFL/Belarus	mfd	01jun83	toc 28jul83; rgd 12oct83; f/n VKO 18sep85; l/n MSQ 09sep93
	EW-85583	Tu-154B-2	Belavia	MRV	15may96	stored this day, in Belavia fleet list 16nov93
	RA-85583	Tu-154B-2	Sibir	LCA	27sep96	l/n DME 21sep03; leased from Belavia 05mar96/05mar04
	EW-85583	Tu-154B-2	Belavia c/s, n/t	MHP	28mar04	
	RA-85583	Tu-154B-2	Sibir	OVB	05jul04	leased from Belavia; l/n OVB jul05, wfu; scrapped at OVB in early 2011
83A584	CCCP-85584	Tu-154B-2	AFL/Magadan	mfd	31aug83	toc 16sep83; rgd 12oct83; f/n DME oct85
	RA-85584	Tu-154B-2	Aeroflot	GDX	08jul94	
	RA-85584	Tu-154B-2	Navial/Magadan Al	trf	18oct94	l/n VVO 19apr97, still in Aeroflot c/s and titles
	RA-85584	Tu-154B-2	Mavial	LED	14apr99	l/n operational KRR 28aug05; operator ceased operations 29jun06; seen stored at GDY apr09/jan10; l/n 08sep11/15oct11, forward fuselage only
83A585	CCCP-85585	Tu-154B-2	AFL/Privolzhsk-KUF	mfd	27sep83	rgd 30nov83; on charge as of 01jan84; f/n TAS oct85
	RA-85585	Tu-154B-2	Aeroflot	DME	20mar93	
	RA-85585	Tu-154B-2	Samara	trf	24nov94	f/n DME 27aug95; l/n KUF 29may05; offered for sale oct06
83A586	CCCP-85586	Tu-154B-2	Soviet AF/AFL c/s	mfd	20sep83	rgd 06dec83; f/n Sperenberg 05dec86; l/n TUF 25jun93
	RA-85586	Tu-154B-2	Russian AF/AFL c/s	Spr	12jul93	seen CKL 05aug00, titles not reported; rgd 15feb01 to 223 LO
	RA-85586	Tu-154B-2	Russian Air Force	CKL	17aug09	in basic Aeroflot c/s, without titles at least from aug02; reflown after overhaul by Aviakor 22nov13, in primer; seen SVX 28jan14 in full c/s similar to Rossiya with small '223 LO' badge and 'VVS Rossii' titles; l/n SVX 03jul14; photo Samara-Bezmyanka nov14 in primer c/s on a test flight; seen CKL 03jan15, in full c/s as before; l/n CKL 28aug16
83A587	CCCP-85587	Tu-154B-2	Soviet AF/AFL c/s	mfd	29sep83	rgd 06dec83; f/n VKO 20sep85; still 'CCCP-' 23jun93
	RA-85587	Tu-154B-2	Russian AF/AFL c/s	Spr	19jul93	
	RA-85587	Tu-154B-2	Russian AF, n/t	CKL	05aug00	l/n SVO 07aug00
	RA-85587	Tu-154B-2	Russian AF/AFL c/s	CKL	25aug03	opb 223 LO at Chkalovski
	RA-85587	Tu-154B-2	Russian Air Force	CKL	23jul07	opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles UUS 04jul10; with 'VVS Rossii' titles on the fin PEE 06sep10; l/n OVB 17oct14; damaged feb15 (appr.

84A702	RA-85606	Tu-154M	Moscow Airways	SVO	07may94	wfu aug99; /n ZIA 19aug01, derelict; was leased from Zhukovski Research Institute; broken up
	CCCP-85607	Tu-154M	MAP LII Zhukovski	mfd	22nov84	fuselage number 607 but Tu-154M c/n 702 !; opb LIS OKB im. A.N. Tupoleva; in Aeroflot c/s; to MAP 24apr85 according to Soviet register; rgd only 05mar90; f/n VKO 07aug92
	RA-85607	Tu-154M	LII Zhukovski	ZIA	31aug93	In Aeroflot c/s
	EK-85607	Tu-154M	Arax Airlines	EVN	09oct95	leased from LII Zhukovski ?; /n EVN 19jun97
	RA-85607	Tu-154M	Abakan Avia	DME	06aug99	/n DME 20aug99
RA-85607	Tu-154M	Dalavia	trf	23feb00	first service 27feb00; f/n CAN 16sep00; was operated by Permskiye Avialinii for some time, photo exists but date and location unknown; operator ceased operations 19oct08; seen stored KHV nov07/oct11; in the process of being broken up feb12	
84A703	CCCP-85608	Tu-154M	Aeroflot	VKO	18sep85	tested to destruction by the SibNIA institute 21apr93, according to people there it was the first production Tu-154M built, fuselage number 608 but Tu-154M c/n 703 !
84A704	CCCP-85609	Tu-154M	AFL/Moscow-VKO	mfd	20oct84	fuselage number 609, but Tu-154M c/n 704; toc 04apr85; f/n LBG 30may85; rgd only 20aug86
	CCCP-85609	Tu-154M	AFL/Ulyanovsk HFS	trf	27oct86	/n ULY 09sep92
	RA-85609	Tu-154M	Aeroflot	ULY	31aug93	/n KUN 22aug96, titles not reported
	RA-85609	Tu-154M	Aeroflot c/s, n/t	SHJ	18nov97	leased by UVAU GA to Aviaexpresscruise; /n IST 26may05
	RA-85609	Tu-154M	UVAU GA	rgd	08jun98	Ulyanovsk Higher Aviation School of Civil Aviation; in basic Aeroflot c/s with small 'UVAU GA' titles on the nose; f/n VKO 26may05; wfu in late 2011; sat wfu at ULY, /n jul14
84A705	CCCP-85610	Tu-154M	AFL/Moscow-VKO	mfd	27dec84	f/n DME 01jul85; on charge as of 01oct85
	CCCP-85610	Tu-154M	AFL/Ulyanovsk HFS	trf	01may86	
	CCCP-85610	Tu-154M	AFL/Moscow-VKO	trf	25jun86	rgd 25sep86; /n VKO 16aug92
	RA-85610	Tu-154M	Aeroflot	VKO	27apr93	
	RA-85610	Tu-154M	Vnukovo Airlines	trf	30aug94	seen VKO jul94/aug97, in Aeroflot c/s and titles, stored without engines
	RA-85610	Tu-154M	Aeroflot c/s, n/t	VKO	01jul98	stored, engineless
	RA-85610	Tu-154M	Sibir	rgd	11apr01	seen may01, stored, engineless; f/n VKO 06sep01, active, in Aeroflot c/s, no titles
	RA-85610	Tu-154M	Sibir	DME	28jun03	carried additional 'S7' titles and logo by early 2006; /n active DME 06sep08; wfu in late 2008; seen OVB may09/oct09, wfu; scrapped at OVB in early 2011
	RA-85610	Tu-154M	Sibir			also reported in official documents as 84A706; d/d may85; f/n FRA 29may85; last overhaul completed aug94
	RA-85610	Tu-154M	Sibir			
85A706	LZ-BTI	Tu-154M	Balkan	mfd	09dec84	
	EP-LBE	Tu-154M	Kish Air	DXB	08feb98	
	LZ-BTI	Tu-154M	Balkan	PRG	19jun98	/n PDV 25nov98
	EP-LBG	Tu-154M	Kish Air	DXB	12feb99	
	LZ-BTI	Tu-154M	Balkan	AMS	21jun99	/n AMS 15dec00; reportedly sold to a financial company in Africa
	LZ-HMI	Tu-154M	Balkan titles	SOF	19mar01	in Hemus Air c/s
	LZ-HMI	Tu-154M	Balkan Holidays	MAN	01jul01	offered for sale by Transavia in 2007 with t/t 27,576 hours and 12,429 cycles; seen stored at VAR 02jun07; /n MRV 04mar08 in ARZ-411
	RA-85037(2)	Tu-154M	primer	MRV	04aug08	in ARZ-411; /n MRV 13feb09
	EP-MCV	Tu-154M	Iran Air Tour	THR	mar09	in full colours; /n THR 21sep10; stored Esfahan HESA jan12
	LZ-BTW	Tu-154M	Balkan	mfd	02jan85	d/d may85; f/n SXF 07apr85; last overhaul completed aug93; /n AMS mar98
85A707	EP-LBI	Tu-154M	Kish Air	DXB	16dec98	/n DXB 03apr99
	LZ-BTW	Tu-154M	Balkan	AMS	02jun99	'EP-LBI' painted on flight deck; /n LHR 18dec99
	EP-LBI	Tu-154M	Kish Air	DXB	17mar00	sighting correct ? - the same aircraft or another c/n ?
	LZ-BTW	Tu-154M	Balkan	VKO	20may00	after maintenance; /n BUD 21dec00; reportedly sold to a financial company in Africa
	LZ-HMW	Tu-154M	Balkan titles	SOF	19mar01	in Hemus Air c/s
	LZ-HMW	Tu-154M	Hemus Air, n/t	LGW	27may01	in basic Balkan c/s; /n MAN 22sep01
	LZ-HMW	Tu-154M	Balkan Holidays	FRA	07oct01	offered for sale by Transavia in 2007 with t/t 28,092 hours and 12,826 cycles; seen stored at VAR 02jun07; /n MRV 13feb09 in ARZ-411; probably for KavMinVody Avia
	EP-MCX	Tu-154M	Iran Air Tour	THR	26aug09	in full colours; /n ZAH 30jan11; stored Esfahan HESA jan12
	YK-AIA	Tu-154M	Syrianair	rgd	25mar85	f/n ATH 04may85; seen stored DAM jul98/may10
	YK-AIB	Tu-154M	Syrianair	rgd	28apr85	f/n ATH 06may85; seen stored DAM jul98 and by nov05 being worked on, transferred to Aviakor (Samara) in nov05; believed still present sep09
85A710	YK-AIC	Tu-154M	Syrianair	rgd	01may85	f/n ATH 29may85; last seen operational ATH 25may01; seen stored DAM jan02/may10
	B-4001	Tu-154M	China United AI	mfd	22may85	rgd 1986; with CAAC titles; f/n VKO 23feb92; last overhaul completed 19aug98; /n Dangyang 22may09
85A711	B-4001	Tu-154M	Chinese Air Force	KMG	jul11	no titles with Chinese flag; /n NAY 29sep15
	B-4002	Tu-154M	China United AI	rgd	1986	government VIP aircraft; f/n SHA 20jul86
85A712	B-4138	Tu-154M	China United AI	NAY	feb92	converted to, see next line
	B-4138	Tu-154M/D	China United AI	toc	1995	Type I ELINT aircraft (D stands for Dian, Chinese for Electronic) with several blisters under the fuselage; photo exists in full CAAC c/s; seen NAY 19mar96 in CUA c/s but still with CAAC titles; later converted to Type III ELINT aircraft (synthetic aperture radar ?) under fuselage; based at Nan Yuan; /n Dangyang 22may09
85A713	B-4138	Tu-154M	Chinese Air Force	KMG	26oct10	photo proof no titles with Chinese flag and without canoe-shaped fairing
	B-4138	Tu-154M/D	Chinese Air Force	NAY	feb11	photo proof no titles with Chinese flag and again with canoe-shaped fairing under the fuselage; /n NAY 07nov12
85A714	B-4003	Tu-154M	China United AI	mfd	19jul85	rgd 1986; with CAAC titles; f/n PEK 05jun88; last overhaul completed 06aug98; stored at NAY with t/t 13,333.03 hours and 8,226 cycles, seen mar05/oct06; /n NAY 08may13; in the process of being dismantled at NAY jun13, for preservation ?
85A715	B-4004	Tu-154M	China United AI	mfd	25sep85	rgd 1986; with CAAC titles; f/n SIA 23oct88; last overhaul completed 04dec98; stored at NAY with t/t 13,080.3 hours and 7,941 cycles and seen NAY 22sep16, wfu in the technical school, still with the CUA badge on the tail and CAAC titles
85A715	CCCP-85611	Tu-154M	AFL/Moscow-VKO	DME	01jul85	toc 25oct85; mfd given as 18jun86; rgd 13aug86; /n VKO 11sep92
	RA-85611	Tu-154M	Aeroflot	VKO	21mar93	
	RA-85611	Tu-154M	Vnukovo Airlines	trf	30aug94	/n VKO aug99, in Aeroflot c/s and titles, wfu
	RA-85611	Tu-154M	Aeroflot c/s, n/t	VKO	29may00	wfu, no engines; still present jun03
	RA-85611	Tu-154M	Sibir	VKO	01jul04	with additional 'S7' logo and titles since around aug06; /n DME 07nov07; reported DME jan08 without engines
	RA-85611	Tu-154M	Globus	DME	09mar08	operator received licence 07mar08; leased from mother company S7 Airlines; in all-white c/s; titles taped on at DME 09/10mar08; f/n in full c/s GOJ 08may08; /n DME 14nov08
	RA-85611	Tu-154M	KavMinVody Avia	VKO	30may09	all-white c/s with large KMV titles; /n PEE 05nov10; stored MRV since dec10; seen with tail cut off aug12
	B-2601	Tu-154M	CAAC (Xian-Dir)	mfd	31oct85	rgd 1985; f/n PEK 23mar86; /n SIA 09oct88, see trf date next line
	B-2601	Tu-154M	China Northwest	trf	jul88	f/n VKO 27sep91; /n PEK 26oct96
	UN-85835(1)	Tu-154M	Sayakhat	trf	jan98	/n BRQ 03apr98; /n MRV 01aug04; see c/n 98A1015
RA-85140(2)	Tu-154M	Continental Aw	trf	15oct04	/n as such S2G 10jan06; offered for sale on internet 09nov05; company later acquired by Aeroflot; carried additional 'Aeroflot' titles since may06; /n VKO 12aug06; see c/n 76A140	
85A716	RA-85140(2)	Tu-154M	Atlant-Soyuz	VKO	21aug06	re-painted by Roand this date; /n HRG 22jan08
	EP-MCQ	Tu-154M	Iran Air Tour	THR	14jun08	titles added at THR 14jun08; /n in basic Atlant-Soyuz c/s THR 03nov08; f/n in full c/s SVO 25nov08; /n THR 18feb11, stored; stored Esfahan HESA according to Iran Air Tour
	B-2602	Tu-154M	CAAC (Xian Dir.)	mfd	23nov85	/n SIA 06apr86; /n CAN 14oct88, see trf date next line
	B-2602	Tu-154M	China Northwest	trf	jul88	/n PEK 26oct96
	UN-85836(1)	Tu-154M	Sayakhat	trf	jan98	/n IST 21apr98; /n ALA 13may98; see c/n 98A1018
	EP-LBN	Tu-154M	Kish Air	VKO	16dec99	delivered to Iran that day; /n DXB 31jan03
	RA-85081(2)	Tu-154M	Middleton Groupe	rgd	06may03	canx 31dec03 as leased to Bulgaria; see c/n 74A081
	LZ-LCT	Tu-154M	Bulgarian Air Ch.	CGN	01jun03	c/n checked; leased from VARZ-400, subleased from Airlines 400; carried small additional 'Airlines 400' titles; seen in VARZ-400 22jul07
	85836(1)	Tu-154M	all-white c/s, n/t	VKO	07nov09	in VARZ-400 with just '85836' on the nose wheel door; sat wfu in VARZ-400, seen 07nov09/03oct13; scrapped by VARZ-400 before 22oct13
	85A717	RA-85081(2)	Tu-154M	OOO Finzaider	rgd	18jun10
85A718	B-2603	Tu-154M	CAAC (Urumqi-D)	rgd	1985	/n PEK 05mar86; /n PEK 29oct86
	B-2603	Tu-154M	China Xinjiang AI	trf	jul88	f/n URC 29may94; /n URC 25sep99; sold early 2001
	4K-AZ17	Tu-154M	Imair	BAK	14apr01	/n GYD 15may11, seen GYD 12dec11, wfu and without titles; broken up
	8R-GGA	Tu-154M	Guyana Airways	mfd	07dec85	d/d mar86; f/n MIA 14mar86; still on register by 1995 !
	CU-T1276	Tu-154M	Cubana	SNV	22dec88	on delivery
	RA-85818	Tu-154M	Omskavia	rgd	14dec95	f/n FRA 26jan96; /n DME 21may96
	EP-MAJ	Tu-154M	Iran Air Tour	THR	mar97	leased from Omskavia; in basic ex Omskavia c/s, green cheatline, white tail with titles; /n NBO 24jul98
	RA-85818	Tu-154M	Omskavia, n/t	rgd	27sep00	last overhaul completed 05sep00; f/n DME 01apr01
	RA-85818	Tu-154M	Omskavia	CGN	oct01	carried additional small 'Domodedovo Airlines' logo on nose from aug05; /n DME 27oct05
	RA-85818	Tu-154M	KrasAir	KJA	16jun06	still with Omskavia tail c/s; /n SAW 01nov06
85A719	RA-85818	Tu-154M	Samara	DME	16jul07	in full AirUnion c/s with small additional 'Aviakompaniya Samara' titles; /n operational DME 17aug08; operator's certificate revoked 30sep08; offered for sale by Sberbank 17dec08 with t/t 22,205 hours; stored at KJA, /n oct09
85A720	CU-T1264	Tu-154M	Cubana	d/d	06feb86	reported ex CCCP-85720, not taken up; seen MAD oct91; /n HAV 20nov96; w/o 29aug98 at Quito, overran the runway and caught fire after an aborted take-off, plowed into a football field, killing all 14 crew and 56 of the 77 passengers and 10 people on the ground; t/t 9.256 hours
85A721	CCCP-85612	Tu-154M	AFL/Moscow-VKO	mfd	20jun86	toc 23jun86; rgd 13aug86; /n VKO 14sep86; /n VKO 11sep92
	RA-85612	Tu-154M	Vnukovo Airlines	VKO	21may94	trf 30aug94; was rgd 14jun00 to East Line, probably as payment for debts; /n VKO aug01/aug02, wfu
	RA-85612	Tu-154M	Sibir	rgd	07aug03	/n DME 16aug03; carried additional 'S7' logo and titles since at least dec05; /n DME feb08
	RA-85612	Tu-154M	S7 Airlines	DME	22mar08	in all-white c/s with just 'S7' logo and 'www.s7.ru' titles; /n BCN 29apr08
	RA-85612	Tu-154M	Globus	OVB	19may08	operator received licence 07mar08; leased from parent company S7 Airlines; in full c/s; stored at DME, seen mar09/04sep10; ferried for rework to ARZ-411 at MRV sep10
85A722	RA-85612	Tu-154M	KavMinVody Avia	DME	19jun11	in basic Globus c/s without titles, but still with logo on fin; seen stored ARZ-411 at MRV sep11/aug12
	CCCP-85613	Tu-154M	Soviet Gvt/AFL c/s	mfd	06jun86	on charge as of 01jul86; rgd 13aug86; opb 235 OAO; f/n SVO 25sep87
	CCCP-85613	Tu-154M	AFL/East Siberia	trf	20sep89	/n IKT 05jul92
	RA-85613	Tu-154M	Baikal Airlines	trf	30jun92	/n IKT 02jun93, in Aeroflot c/s and titles
	RA-85613	Tu-154M	Baikal Airlines	SVO	20aug95	/n IKT 05jun01
	RA-85613	Tu-154M	Sibir	OVB	02jul03	engineless with 'Baikal' logo; f/n operational TOF 22may05, no 'Baikal' logo; additional 'S7' logo since oct05; seen OVB mar09/ sep12, stored
86A723	CCCP-85614	Tu-154M	Soviet AF/AFL c/s	mfd	jun86	rgd 25sep86; photo in "Aviation Week & Space Technology" oct93

	RA-85614 RA-85614	Tu-154M Tu-154M	Russian AF/AFL c/s Russian Navy	VKO Sae	21may94 07oct10	in fleet list of 223 LO mar95; l/n VVO 18apr97 initially in basic Aeroflot c/s with a Russian Navy flag above the forward cabin windows, no titles; reportedly based in the Far East initially; canx 12mar01 as 'destroyed', presumably a paperwork exercise; l/n in its old c/s Samara-Bezymyanka 07oct10; based at Yeisk by 2012; repainted in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows, no titles; f/n as such Samara-Bezymyanka 26apr12; l/n EIK 20jul13
	RF-85855(2)	Tu-154M	Russian Navy	ph.	nov13	at Samara-Bezymyanka in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows, no titles; l/n EIK 16jul16; see c/n 89A823
86A724	B-2604 B-2604 UN-85837(1) RA-85146(2) RA-85146(2) EP-MCP	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest Sayakhat Continental Aw Atlant-Soyuz Iran Air Tour	mfd trf trf rgd VKO THR	29mar86 jul88 jan98 17jun04 13sep07 07jul08	f/n PEK 06apr86; l/n PEK 29oct86 f/n VKO 23feb92 see c/n 91A876; f/n ATH 09jul98; l/n ALA 05dec03 f/n BCN 19jun04; l/n operational PED 28may06; l/n VKO jul/aug06 in VARZ-400; see c/n 76A146 in VARZ-400; l/n VKO 29sep07 in basic Atlant-Soyuz c/s with Iran Air Tour titles and tail logo; l/n THR 17feb11; stored Esfahan HESA jan12
86A725	B-2605 B-2605 UR-FVV EP-TQD	Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest Donbass Airlines Qeshm Air	mfd trf TFS SHJ	30mar86 jul88 28jul98 22nov98	f/n PEK 28oct86; l/n SHA 14oct88, see trf date next line l/n PEK dec97; was reportedly sold to Sayakhat still in basic China Northwest c/s, with Donbass titles and tail emblem c/n from JP-00; registration badly painted, EP-TQB reported in error at DXB 25mar99 and DXB 13mar01; l/n DXB 28may01
	RA-85726(2) RA-85726(2)	Tu-154M Tu-154M	Aeroflot-Don Donavia	rgd ROV	27jul02 07may10	f/n BCN 31aug02; c/n checked SHJ 28nov04; never received the new c/s; offered for sale 07aug08; l/n AYT 30sep08; see c/n 92A908 seen ROV 08jun10 without titles; placed into storage summer 2010; l/n ROV nov10; scrapped in ROV (ARZ-412) feb11; nose section seen Taganrog 29jun11 d/d jun86; f/n PEK 28oct86; l/n PEK 06oct88, see trf date next line l/n URC 29may94; l/n SVO 11aug00; out of service mar01; sold to Russia seen stored ALA jan11/aug13 (N43.354322 E77.023963), still in basic China Xinjiang colours with titles and broken up 2013
86A726	B-2611 B-2611 UN-85852 UP-T5402	Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Urumqi-D) China Xinjiang Al Sayakhat Sayakhat	rgd trf ALA SSH	1986 jul88 08jun01 05jun08	seen stored ALA jan11/aug13 (N43.354322 E77.023963), still in basic China Xinjiang colours with titles and broken up 2013
86A727	SP-LCA 4K-727 LZ-LCS 4K-727	Tu-154M Tu-154M Tu-154M Tu-154M	LOT Turan Air Bulgarian Air Ch. Turan Air	rgd RKT TXL VKO	28may86 03dec95 25may02 30aug07	last service 06dec92; seen WAW 07jul95 in basic LOT c/s without titles; delivered ex WAW 19jul95; canx 27jul95 l/n DME 20dec01; named 'Naxçivan' (the Azeri spelling of Nakhichevan); had ex-LOT c/s for a while; current on Azerbaijani register 20nov03 probably leased from Turan Air; awaiting rework (without outer wings and engines) at VARZ-400, seen jul04/aug06, registration removed by 2006 painted up by VARZ-400 30aug07; l/n GYD 15may11/09feb12, wfu; no longer visible on Google Earth apr13, so probably broken up
86A728	B-2606 B-2606 UN-85853 UN-85853 UP-T5403	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Urumqi-D) China Xinjiang Al Sayakhat, n/t Sayakhat Sayakhat	rgd trf ALA FRA KIV	1986 jul88 08jun01 24jul01 06sep08	f/n SHA jul86; l/n PEK 28oct86 l/n URC 29may94; l/n SIA 25may00, operational; out of service mar01 basic China Xinjiang c/s; reg only under wing; UN-85853 handwritten incorrectly on nose wheel door l/n ALA 24feb08 l/n ALA 25jan11; seen ALA (N43.354766 E77.024469) apr11/may11, stored and broken up by 2013
86A729	B-2607 B-2607 UN-85854 UP-T5404	Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Urumqi-D) China Xinjiang Al Sayakhat Sayakhat	rgd trf ALA SKG	1986 jul88 08jun01 18jun08	f/n CAN 06nov86 f/n PEK may91; l/n URC 25sep99, operational; out of service mar01 basic China Xinjiang c/s; l/n TLV 28feb08 seen SAW 18oct11, active; l/n ALA 06nov12/10aug13, stored
86A730	B-2612 B-4050 B-4050	Tu-154M Tu-154M Tu-154M/D	CAAC (Peking-Dir) China United Al Chinese Air Force	r/r ph.	1992 1994 aug15	with operator CUA ? from nov86 with CAAC titles; f/n NAY 22mar96; l/n NAY 18sep14 still with the CUA badge on tail; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 29sep15 toc 29jul86; rgd 15aug86; f/n VKO 14sep86; l/n VKO 11sep92 l/n MST 28may94
86A731	CCCP-85615 RA-85615 RA-85615 RA-85615 RA-85615 RA-85615 RA-85615	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Moscow-VKO Aeroflot Vnukovo Airlines Sibir Permskiye Avialin. Sibir S7 Airlines	mfd VKO MST rgd PEE ret OVB	24jul86 02sep93 07jun94 01jul02 25may06 dec06 12mar08	trf to Vnukovo Airlines 29aug95 (see f/n date); seen VKO 21aug01/18feb02, without engines f/n DME 18aug02; l/n DME 29oct05 leased from Sibir; l/n ASW nov06 in basic Permskiye Avialinii c/s, no titles, but 'PAL' logo still on fin; f/n HAJ 13jan07; l/n LED 04nov07 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; l/n OVB 01sep08; latest CoR issued 06nov08 in basic S7 c/s with just small titles on the nose; l/n DME 02sep09; sat wfu at OVB, seen 13nov09/apr13; h/o to the airport operator in summer 2013 for use as a training aircraft for the rescue services, still in full c/s but titles removed; l/n aug15 rgd 25sep86; no reports
86A732	CCCP-85616 RA-85616 RA-85616 RF-85856	Tu-154M Tu-154M Tu-154M Tu-154M	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Navy Russian Navy	mfd ph. CKL	jul86 19aug05 jun14	in 223rd flight Unit fleet list mar95, but not on Russian register feb98 !; photo in full Aeroflot c/s, opb Russian Navy, in AFM jan01; canx 12mar01 as 'destroyed' presumably a paperwork exercise, see next line operational, basic AFL c/s with navy flag above forward cabin windows; l/n Yeisk 02nov12 active in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows and 'MA VOF Rossiia' titles on the fin; l/n EIK 19jul14
86A733	SP-LCB 4K-733 4K-733 LZ-HMP LZ-LCV LZ-LCV LZ-LCV LZ-LCV LZ-LCV LZ-LCV 4K-733	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	LOT ex-LOT c/s, n/t Turan Air Hemus Air Bulgarian Air Ch. Airlines 400 ? Bulgarian Air Ch. Kish Air n/t Bulgarian Air Ch.	rgd BAK DME BLL VKO autum02 STR DXB DUS	28aug86 16may96 06jul98 14jun00 28jun02 autum02 20jun03 29jan04 30apr04 12sep06	last service 02dec92; canx 01aug95, delivered ex WAW 28jul95 operated by Turanair l/n DME 30may00; named 'Ganca' (the Azeri spelling of Gyandzha) by nov98 seen BLL 17feb01 with add 'Albanian Airlines' titles; l/n LGW 06oct01 c/n from AL, JP; "B.A.C." on tail; l/n DRS 17sep02 no sightings "A.C." on tail; l/n DUS 19oct03 Isf Turanair; "B.A.C." on tail; left Bulgaria for Moscow 20dec04, terminating the operation of this type by the company; l/n THR may05; sub-Int Iran Air Tour c/n not checked; in basic Bulgarian Air Charter c/s with 'Turan Air' titles and logo; seen GYD aug11/feb12, stored
86A734	B-2608 B-2608 RA-85734(2)	Tu-154M Tu-154M Tu-154M	CAAC (Xian Dir) China Northwest Dalavia	mfd trf trf	31aug86 jul88 jul02	f/n CAN 06nov86; l/n SIA 09oct88, see trf date next line l/n XIY may99/may00, stored; gone by sep00; reported owned by Skir Air Ukraine jun01; offered for sale with t/t 19,974 hours and 10,571 cycles; seen in VARZ-400 21aug01 in primer rgd 18oct02; f/n CAN 26oct02; operator ceased operations 19oct08; seen stored KHV sep09/oct09; broken up at KHV nov14; see c/n 92A916
86A735	B-2609 B-2609 MSN735 RA-85845	Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Xian Dir) China Northwest all-white c/s Vladivostok Air	mfd trf XIY rgd	30sep86 jul88 17sep00 07may01	f/n SIA 01nov86; l/n KWL apr91 and CAN oct91, see trf date next line f/n VNO 08jul92; seen XIY may99/may00, stored c/n painted on tail as registration named 'Ussurisk' after a town in the Far East; f/n SVX 15jun01; w/o 04jul01 (local time, according to Moscow time still 03jul01) on the leg from SVX to IKT of a flight from SVX to VVO when lost speed on approach to Irkutsk at night in clouds, stalled, entered a flat spin and crashed in a forest clearing near Burdakovka, all 9 crew and 136 passengers killed, t/t 20,953 hours 17 minutes and 11,387 cycles c/n as such in MGA document, but given in register as 86A-617 which was never built; toc 14oct86; rgd 21oct86; f/n VKO 24sep87; dbr 24sep88 in a hard landing at Norilsk when suffered structural deformations; t/t reportedly only 65 hours; trf 18may89 to Ulyanovsk HFS and used as a ground instructional airframe; soc and canx 18jan90; seen sep92/jun05 (N54.275872 E48.241233); used in an exercise by the fire brigade jun07, l/n aug10 toc 14nov86; rgd 25nov86; f/n VKO 13sep87; l/n VKO 11sep92
86A737	CCCP-85618 RA-85618 RA-85618 RA-85618 RA-85618	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir S7 Airlines	mfd VKO BKA rgd OVB	13nov86 21mar93 04jul94 30oct01 13mar07	trf 29aug95; l/n VKO 19aug01, wfu; was rgd 14jun00 to East Line, probably as payment for debts f/n PEK 15mar02; f/n with additional 'S7' logo and titles jul06; l/n KHV 13feb07 logojet for 'SPSR Ekspress-Logisticheski Ekspress-Operator' since feb07, with big 'S7' logo on tail; seen DME oct08/oct09 stored; l/n DME 07jun10, in service but for what airline ?; seen at ARZ-411 at MRV 07sep10; broken up at MRV toc 13nov86; rgd 25nov86; f/n VKO 13sep87; l/n VKO 11sep92 named 'Ohrid' and with '02' on nose; l/n sep95 f/n VKO 11mar96; l/n DME 22sep99 named 'Yulia Fomina' after a stewardess who was killed aboard this aircraft when it was hijacked by Chechen terrorists 15mar01 while still owned by Vnukovo Airlines; f/n DME 15aug02; carried additional 'S7' titles and logo by mar06; l/n active DME 07aug08; removed from operator's certificate nov08; stored at DME, seen mar09/aug09; seen in ARZ-411 at MRV 07sep10; broken up MRV apr12 rgd 12dec86; rgd 22dec86; f/n SVO aug87; canx 05mar90 rgd 14may90; named 'Cappadocia'; seen HAJ mar92 departed this day after painting, RA- registration taped over; trf 29aug95 still with Turkish registration named 'Prizren'; canx may96 already returned may96 l/n VKO 02jun01 l/n VKO 08jul01; additional 'S7' titles and logo since at least mar06; l/n OVB 01mar09, stored f/n SIA oct87; l/n SIA 09oct88, see trf date next line seen VKO 11sep92 on overhaul; crashed 06jun94, 8 minutes after take-off from Xian, t/t 12,507 hours and 6,651 cycles
86A738	CCCP-85619 RA-85619 RA-85619 RA-85619	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Meta Aviotr Maced Vnukovo Airlines Sibir	mfd ZRH trf rgd	12nov86 14feb93 29aug95 29apr02	named 'Ussurisk' after a town in the Far East; f/n SVX 15jun01; w/o 04jul01 (local time, according to Moscow time still 03jul01) on the leg from SVX to IKT of a flight from SVX to VVO when lost speed on approach to Irkutsk at night in clouds, stalled, entered a flat spin and crashed in a forest clearing near Burdakovka, all 9 crew and 136 passengers killed, t/t 20,953 hours 17 minutes and 11,387 cycles c/n as such in MGA document, but given in register as 86A-617 which was never built; toc 14oct86; rgd 21oct86; f/n VKO 24sep87; dbr 24sep88 in a hard landing at Norilsk when suffered structural deformations; t/t reportedly only 65 hours; trf 18may89 to Ulyanovsk HFS and used as a ground instructional airframe; soc and canx 18jan90; seen sep92/jun05 (N54.275872 E48.241233); used in an exercise by the fire brigade jun07, l/n aug10 toc 14nov86; rgd 25nov86; f/n VKO 13sep87; l/n VKO 11sep92
86A739	CCCP-85620 TC-GRA RA-85620 TC-GRA TC-ACT RA-85620 RA-85620 RA-85620	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Greenair Vnukovo Airlines Vnukovo Airlines Active Air Vnukovo Al, n/t Vnukovo Airlines Sibir	mfd SNN MST VKO IST VKO VKO rgd	12dec86 20feb90 01apr95 15may95 21jun95 16apr97 24aug97 27jun01	named 'Ussurisk' after a town in the Far East; f/n SVX 15jun01; w/o 04jul01 (local time, according to Moscow time still 03jul01) on the leg from SVX to IKT of a flight from SVX to VVO when lost speed on approach to Irkutsk at night in clouds, stalled, entered a flat spin and crashed in a forest clearing near Burdakovka, all 9 crew and 136 passengers killed, t/t 20,953 hours 17 minutes and 11,387 cycles c/n as such in MGA document, but given in register as 86A-617 which was never built; toc 14oct86; rgd 21oct86; f/n VKO 24sep87; dbr 24sep88 in a hard landing at Norilsk when suffered structural deformations; t/t reportedly only 65 hours; trf 18may89 to Ulyanovsk HFS and used as a ground instructional airframe; soc and canx 18jan90; seen sep92/jun05 (N54.275872 E48.241233); used in an exercise by the fire brigade jun07, l/n aug10 toc 14nov86; rgd 25nov86; f/n VKO 13sep87; l/n VKO 11sep92
86A740	B-2610 B-2610	Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest	mfd trf	22dec86 jul88	named 'Ussurisk' after a town in the Far East; f/n SVX 15jun01; w/o 04jul01 (local time, according to Moscow time still 03jul01) on the leg from SVX to IKT of a flight from SVX to VVO when lost speed on approach to Irkutsk at night in clouds, stalled, entered a flat spin and crashed in a forest clearing near Burdakovka, all 9 crew and 136 passengers killed, t/t 20,953 hours 17 minutes and 11,387 cycles c/n as such in MGA document, but given in register as 86A-617 which was never built; toc 14oct86; rgd 21oct86; f/n VKO 24sep87; dbr 24sep88 in a hard landing at Norilsk when suffered structural deformations; t/t reportedly only 65 hours; trf 18may89 to Ulyanovsk HFS and used as a ground instructional airframe; soc and canx 18jan90; seen sep92/jun05 (N54.275872 E48.241233); used in an exercise by the fire brigade jun07, l/n aug10 toc 14nov86; rgd 25nov86; f/n VKO 13sep87; l/n VKO 11sep92
86A741	B-2614 B-4051 B-4051	Tu-154M Tu-154M Tu-154M	China United Al China United Al Chinese Air Force	rgd r/r NAY	nov86 1994 02nov10	with CAAC titles; f/n NAY 22mar96; l/n NAY 10oct09 no titles with Chinese flag; l/n NAY 29sep15 toc 15jan87; rgd 30jan87; f/n VKO 16sep87; l/n VKO 27sep91
86A742	CCCP-85621	Tu-154M	AFL/Vnukovo	mfd	14jan87	with CAAC titles; f/n NAY 22mar96; l/n NAY 10oct09 no titles with Chinese flag; l/n NAY 29sep15 toc 15jan87; rgd 30jan87; f/n VKO 16sep87; l/n VKO 27sep91

	CCCP-85621 RA-85621 RA-85621 RA-85621 RA-85621	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Vardar Bosna Air Vardar Bosna Air ex Bosna Air c/s Aeroflot Vnukovo Airlines	ZRH ZRH VKO VKO MST	23may92 08nov92 27apr93 02sep93 23dec94	named 'Ohrid' named 'Ohrid' l/n VKO 17jul93 l/n MST 13dec94, arrived for painting w/o 29aug96 on a flight from Vnukovo to Longyearbyen (Spitsbergen archipelago) when deviated from the prescribed flight-path on approach and collided with the top of the mountain Operafjellet (at 907 metres asl) in the Adventdalen valley, 14.2 km east of the airport, all 11 crew and 130 passengers killed; soc 03nov96
86A743	LZ-BTQ LZ-BTQ LZ-BTQ EP-LBD LZ-BTQ LZ-BTQ LZ-HMQ LZ-HMQ LZ-HMQ RA-85038(2) EP-MCR	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Balkan Macedonian AT Balkan Kish Air Balkan c/s, n/t Balkan Hemus Air, n/t Hemus Air Balkan Holidays KavMinVody Avia Iran Air Tour	mfd DUS SHJ SOF FRA PRG SOF MAN LGW MRV THR	23dec86 may95 13mar96 07jan98 20jul98 27mar00 19mar01 14jul01 apr02 06jan08 29jul08	f/n SNN 18mar87 in basic Balkan c/s with MAT titles and logo last overhaul completed mar97 'EP-LBD' seen painted on flight deck AMS 01mar99; EP-LBO was reported DXB 31mar98, probably a misread for this as never reported in their fleet list l/n SOF 01may99, as such; seen AMS 25oct99, titles not reported l/n AMS 07oct00; reportedly sold to a financial company in Africa in basic Balkan c/s; l/n GLA jul01 in basic Balkan c/s; l/n WRO 07sep01 offered for sale by Transavia in 2007 with t/t 26,051 hours and 11,429 cycles; seen stored at VAR 02jun07; l/n MRV 06jul07 in ARZ-411 l/n DME 31may08; sold to Iran jul08; see c/n 73A038 still with KavMinVody Avia cheatline; l/n as such THR 03nov08; on 08may09 the airplane encountered bad weather and the fuselage sustained 1.8 G acceleration forces and was struck by hail stones, diverted to Mashhad and landed normally, with substantial damage to the fuselage, radome and cockpit windshield; seen stored MHD 01aug09 (N36.244541 E59.624291); l/n feb16/may16
87A744	LZ-BTX EP-LBC LZ-BTX LZ-LTX LZ-LCX LZ-LCX LZ-LCX LZ-LCX -- RA-85099(2) SP-LCC RA-85827 RA-85827 RA-85827 RA-85827 RA-85827 RA-85827	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Balkan Kish Air Balkan Balkan Balkan Air Charter Air Adriatic Chart Bulgarian Air Ch. Iran Air Tour all-white c/s, n/t Continent LOT Buryat Avia East Line Chelyabinsk Avia Enkor Sibir S7 Airlines	LHR DXB LHR SOF SXF PUY DUS THR VKO VKO mfd rgd DME rgd HAJ PEK OVB	30mar87 08feb98 30jan99 09jun00 02jan01 25jul01 29sep01 21apr05 04jun10 21jul10 20feb87 24apr97 07jul98 05jul01 13oct01 04feb05 28apr08	in basic Balkan c/s with titles; l/n DXB apr98 ex-reg 'EP-LBC' seen painted on flight deck AMS 24feb99; l/n SOF 04sep99; no record of arrival at Vnukovo delivered this date; l/n SOF 05sep00 only for a short period l/n SXF 15jul04 Isf Bulgarian Air Charter, in basic c/s of that company, no titles; returned from lease; seen in VARZ-400 22jul07, rework started apr08; seen bare metal, complete, VARZ 11nov09; in VARZ compound, marked '87744' on nose wheel door; l/n VKO 18jun10 as such in all-white c/s; l/n ROV 01jun11; seen NOZ sep11/aug14, stored; see c/n 75A099 rgd 03mar87; last service 24jan92; delivered ex WAW 18dec96; canx 24dec96 l/n DME 30may97 l/n DXB 04jan01 f/n CEK 12aug01, Buryat Avia c/s, no titles; l/n HAJ 20oct01 in basic Buryat Avia c/s with 'Enkor' titles on nose; l/n OVB 28oct04, all-white c/s in all-white c/s with 'Sibir' titles; l/n GOJ 17nov07 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; painted up apr08; seen OVB mar09/may13; stored; seen 13aug/12sep13 in the process of being carefully dismantled, missing tail, nose cone and outer wings; transported by road 18oct14 for use as a rescue trainer at the Mochishe MChS base (N55.152102 E83.066371) toc 09apr87; rgd 18apr87; f/n AER aug87
87A746	CCCP-85622 RA-85622 RA-85622 RA-85622 RA-85622 YA-TAP YA-TAP	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Vnukovo c/s, n/t Sibir Bakhtar Afghan Al Ariana	mfd VKO VKO OVV rgd d/d PRG	09apr87 21mar93 15jul94 07jun01 19feb03 22apr87 11sep88	trf 29aug95; l/n IST 07nov00 f/n DME 24aug03; l/n active DME 07aug08; l/n OVB 17sep12, stored on the grass; broken up OVB oct12 f/n PRG 10may87 damaged 29may92 on approach to Kabul when was hit by a rocket; dbr 01aug92 when was hit by mortar fire at Kabul airport while awaiting repairs; dumped at Kabul scrapyard, l/n jun02/aug03
87A748	YA-TAR YA-TAR YA-TAR EP-CPG	Tu-154M Tu-154M Tu-154M Tu-154M	Bakhtar Afghan Ariana Caspian Airlines Caspian Airlines	d/d LHR DXB rgd	20apr87 12jun88 mar98 15mar98	f/n PRG 03may87 l/n SHJ mar97; in UN report (published dec99) as having operated for the Taliban leased from Ariana; see rgd next line f/n DXB 27mar99; l/n THR 21may09; w/o 15jul09 on a flight from Teheran to Yerevan when engine # 1 suffered an uncontained failure while climbing through 8,700 metres, the compressor blades severed fuel, hydraulic and control lines, causing a rapidly extending fire, the aircraft descended with a vertical speed of 70 m/s and crashed in a field near Jannatabad village in Qazvin province, all 15 crew and 153 passengers killed toc 28may87; rgd 09jun87; f/n SVO aug87; l/n VKO 28aug93
87A749	CCCP-85623 RA-85623 RA-85623 RA-85623 RA-85623	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir Globus	mfd VKO SVO trf OVV	28may87 02sep93 22may94 04apr01 26apr08	trf 29aug95; l/n VKO 06sep01 rgd 18aug03; f/n DME 21sep03; with additional 'S7' logo and titles since around jun06; l/n DME 03jan08 operator received licence 07mar08; leased from parent company S7 Airlines; initially in all-white c/s; left paint shop at OVB 26apr08; seen in full c/s DME 18jun08; last flight 10nov08 (MRV-DME); seen stored DME dec08/05jun10; l/n in ARZ-411 at MRV 07sep10/08aug12; broken up at MRV toc 16jun87; rgd 01jul87; f/n VKO 24sep87; l/n VKO 05jun92
87A750	CCCP-85624 CCCP-85624 85624 RA-85624 RA-85624 RA-85624 RA-85624	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Vardar Bosna Air Vardar Bosna Air Aeroflot c/s, n/t Aeroflot Vnukovo Airlines Sibir	mfd ZRH ZRH VKO VKO trf rgd	16jun87 09aug92 15aug92 21mar93 28aug93 29aug95 06apr01	small titles only f/n VKO 12may96; hijacked 11nov00, one stewardess killed; l/n VKO aug01/feb02, stored without engines f/n DME may04; carried additional 'S7' logo and titles since summer 2006; l/n DME aug09/oct09, stored; stored ARZ-411 at MRV 07sep10/aug12, more and more parts missing and broken up 2013 d/d 05jul87; l/n STN 21dec99 en route to Bryansk see c/n 91A903; canx 13oct00 as leased to Bulgaria l/n VAR 14sep05; canx late 2005 white/grey with titles and logo in all-white c/s, initially without titles, ex 'EX-087' and 'LZ-' visible under paint; l/n as such AER 24nov07; seen DME 23dec07 with titles; operator's certificate revoked 03feb09, opb Zpolyarye from jan09; l/n VKO 24nov09; seen VKO 08dec09 in the process of being respayed; see c/n 72A031 in all-white c/s with large titles and 'SE' logo on tail; l/n NOZ aug12/nov14, stored; broken up at NOZ in the first quarter of 2015 toc 09jul87; rgd 15jul87; f/n ZRH 12aug87; l/n SVO 05sep93 l/n SVO 22sep98 f/n VKO jun99; l/n VKO 09jun16 toc 19jul87; rgd 22jul87; f/n FRA 19jul87; l/n SVO 02jun92 in Research Institute l/n FRA 08sep01 l/n in old c/s FRA 23sep07; f/n in new c/s DME 06apr08; operator renamed Donavia 25sep09; l/n AYT 04oct09 l/n ROV 21oct10; broken up 2011 rgd 15may88; leased to Laos Air autumn 1991; see c/n 73A052 in Balkan c/s; c/n from JP-99 l/n SOF nov03/feb04, stored and sold to Hemus Air nov03 l/n BRQ 05jun04; c/n from JP-04 basic Balkan c/s; f/n BFS 19dec04 with small 'www.hemusair.bg'; l/n MLA 10oct05 flown to Tashkent this day; photo exists operating with small titles at AYT in white c/s with blue and red trim; in flight plan from SAW 09oct06; f/n SSH 22mar07; l/n UTP 17jan08; reported ALA 20feb08 as Aerotrans KZ, but that seems to be incorrect c/s similar to the Balkan one; l/n ALA 12oct08 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n UTP 05jan09; arrived at THR 23mar09 on lease to Caspian leased from Aerotur KZ; c/s similar to the Balkan one; initially without titles, l/n as such DXB 09may09; seen with titles DXB 26sep09 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n SIP 29jul11; l/n GUW 07jun13, titles overpainted, stored rgd 26aug87; last service 13aug93; canx 18aug97; delivered ex WAW 14aug97
87A751	CU-T1265 RA-85721(2) LZ-HMS EX-087 RA-85031(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Cubana Meton Trade LLC Hemus Air Kyrgyzstan Al Interavia	mfd rgd LHR HAJ KJA	16jun87 13oct00 11feb01 12nov05 27aug07	see c/n 91A903; canx 13oct00 as leased to Bulgaria l/n VAR 14sep05; canx late 2005 white/grey with titles and logo in all-white c/s, initially without titles, ex 'EX-087' and 'LZ-' visible under paint; l/n as such AER 24nov07; seen DME 23dec07 with titles; operator's certificate revoked 03feb09, opb Zpolyarye from jan09; l/n VKO 24nov09; seen VKO 08dec09 in the process of being respayed; see c/n 72A031 in all-white c/s with large titles and 'SE' logo on tail; l/n NOZ aug12/nov14, stored; broken up at NOZ in the first quarter of 2015 toc 09jul87; rgd 15jul87; f/n ZRH 12aug87; l/n SVO 05sep93 l/n SVO 22sep98 f/n VKO jun99; l/n VKO 09jun16 toc 19jul87; rgd 22jul87; f/n FRA 19jul87; l/n SVO 02jun92 in Research Institute l/n FRA 08sep01 l/n in old c/s FRA 23sep07; f/n in new c/s DME 06apr08; operator renamed Donavia 25sep09; l/n AYT 04oct09 l/n ROV 21oct10; broken up 2011 rgd 15may88; leased to Laos Air autumn 1991; see c/n 73A052 in Balkan c/s; c/n from JP-99 l/n SOF nov03/feb04, stored and sold to Hemus Air nov03 l/n BRQ 05jun04; c/n from JP-04 basic Balkan c/s; f/n BFS 19dec04 with small 'www.hemusair.bg'; l/n MLA 10oct05 flown to Tashkent this day; photo exists operating with small titles at AYT in white c/s with blue and red trim; in flight plan from SAW 09oct06; f/n SSH 22mar07; l/n UTP 17jan08; reported ALA 20feb08 as Aerotrans KZ, but that seems to be incorrect c/s similar to the Balkan one; l/n ALA 12oct08 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n UTP 05jan09; arrived at THR 23mar09 on lease to Caspian leased from Aerotur KZ; c/s similar to the Balkan one; initially without titles, l/n as such DXB 09may09; seen with titles DXB 26sep09 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n SIP 29jul11; l/n GUW 07jun13, titles overpainted, stored rgd 26aug87; last service 13aug93; canx 18aug97; delivered ex WAW 14aug97
87A752	CCCP-85625 RA-85625 RA-85625 CCCP-85626 RA-85626 RA-85626	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al Gazpromavia AFL/International Aeroflot Rus. Al Aeroflot-Don	mfd SVO rgd mfd HEL IST	01jul87 22may94 16jun99 17jul87 20nov92 01oct01	small titles only f/n VKO 12may96; hijacked 11nov00, one stewardess killed; l/n VKO aug01/feb02, stored without engines f/n DME may04; carried additional 'S7' logo and titles since summer 2006; l/n DME aug09/oct09, stored; stored ARZ-411 at MRV 07sep10/aug12, more and more parts missing and broken up 2013 d/d 05jul87; l/n STN 21dec99 en route to Bryansk see c/n 91A903; canx 13oct00 as leased to Bulgaria l/n VAR 14sep05; canx late 2005 white/grey with titles and logo in all-white c/s, initially without titles, ex 'EX-087' and 'LZ-' visible under paint; l/n as such AER 24nov07; seen DME 23dec07 with titles; operator's certificate revoked 03feb09, opb Zpolyarye from jan09; l/n VKO 24nov09; seen VKO 08dec09 in the process of being respayed; see c/n 72A031 in all-white c/s with large titles and 'SE' logo on tail; l/n NOZ aug12/nov14, stored; broken up at NOZ in the first quarter of 2015 toc 09jul87; rgd 15jul87; f/n ZRH 12aug87; l/n SVO 05sep93 l/n SVO 22sep98 f/n VKO jun99; l/n VKO 09jun16 toc 19jul87; rgd 22jul87; f/n FRA 19jul87; l/n SVO 02jun92 in Research Institute l/n FRA 08sep01 l/n in old c/s FRA 23sep07; f/n in new c/s DME 06apr08; operator renamed Donavia 25sep09; l/n AYT 04oct09 l/n ROV 21oct10; broken up 2011 rgd 15may88; leased to Laos Air autumn 1991; see c/n 73A052 in Balkan c/s; c/n from JP-99 l/n SOF nov03/feb04, stored and sold to Hemus Air nov03 l/n BRQ 05jun04; c/n from JP-04 basic Balkan c/s; f/n BFS 19dec04 with small 'www.hemusair.bg'; l/n MLA 10oct05 flown to Tashkent this day; photo exists operating with small titles at AYT in white c/s with blue and red trim; in flight plan from SAW 09oct06; f/n SSH 22mar07; l/n UTP 17jan08; reported ALA 20feb08 as Aerotrans KZ, but that seems to be incorrect c/s similar to the Balkan one; l/n ALA 12oct08 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n UTP 05jan09; arrived at THR 23mar09 on lease to Caspian leased from Aerotur KZ; c/s similar to the Balkan one; initially without titles, l/n as such DXB 09may09; seen with titles DXB 26sep09 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n SIP 29jul11; l/n GUW 07jun13, titles overpainted, stored rgd 26aug87; last service 13aug93; canx 18aug97; delivered ex WAW 14aug97
87A753	CCCP-85626 RA-85626 RA-85626	Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al Aeroflot-Don	mfd HEL IST	17jul87 20nov92 01oct01	small titles only f/n VKO 12may96; hijacked 11nov00, one stewardess killed; l/n VKO aug01/feb02, stored without engines f/n DME may04; carried additional 'S7' logo and titles since summer 2006; l/n DME aug09/oct09, stored; stored ARZ-411 at MRV 07sep10/aug12, more and more parts missing and broken up 2013 d/d 05jul87; l/n STN 21dec99 en route to Bryansk see c/n 91A903; canx 13oct00 as leased to Bulgaria l/n VAR 14sep05; canx late 2005 white/grey with titles and logo in all-white c/s, initially without titles, ex 'EX-087' and 'LZ-' visible under paint; l/n as such AER 24nov07; seen DME 23dec07 with titles; operator's certificate revoked 03feb09, opb Zpolyarye from jan09; l/n VKO 24nov09; seen VKO 08dec09 in the process of being respayed; see c/n 72A031 in all-white c/s with large titles and 'SE' logo on tail; l/n NOZ aug12/nov14, stored; broken up at NOZ in the first quarter of 2015 toc 09jul87; rgd 15jul87; f/n ZRH 12aug87; l/n SVO 05sep93 l/n SVO 22sep98 f/n VKO jun99; l/n VKO 09jun16 toc 19jul87; rgd 22jul87; f/n FRA 19jul87; l/n SVO 02jun92 in Research Institute l/n FRA 08sep01 l/n in old c/s FRA 23sep07; f/n in new c/s DME 06apr08; operator renamed Donavia 25sep09; l/n AYT 04oct09 l/n ROV 21oct10; broken up 2011 rgd 15may88; leased to Laos Air autumn 1991; see c/n 73A052 in Balkan c/s; c/n from JP-99 l/n SOF nov03/feb04, stored and sold to Hemus Air nov03 l/n BRQ 05jun04; c/n from JP-04 basic Balkan c/s; f/n BFS 19dec04 with small 'www.hemusair.bg'; l/n MLA 10oct05 flown to Tashkent this day; photo exists operating with small titles at AYT in white c/s with blue and red trim; in flight plan from SAW 09oct06; f/n SSH 22mar07; l/n UTP 17jan08; reported ALA 20feb08 as Aerotrans KZ, but that seems to be incorrect c/s similar to the Balkan one; l/n ALA 12oct08 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n UTP 05jan09; arrived at THR 23mar09 on lease to Caspian leased from Aerotur KZ; c/s similar to the Balkan one; initially without titles, l/n as such DXB 09may09; seen with titles DXB 26sep09 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n SIP 29jul11; l/n GUW 07jun13, titles overpainted, stored rgd 26aug87; last service 13aug93; canx 18aug97; delivered ex WAW 14aug97
87A754	RA-85626 LZ-BTH EP-LBL LZ-BTH LZ-HMH LZ-HMH UN-85570(2) UN-85570(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Donavia Balkan Kish Air Balkan Balkan c/s, n/t Hemus Air Aerotrans Aerotur KZ	SVO mfd DXB AMS DUS TLV d/d trf	09apr10 oct87 26mar99 03may99 30apr04 13jun04 18may06 09sep06	small titles only f/n VKO 12may96; hijacked 11nov00, one stewardess killed; l/n VKO aug01/feb02, stored without engines f/n DME may04; carried additional 'S7' logo and titles since summer 2006; l/n DME aug09/oct09, stored; stored ARZ-411 at MRV 07sep10/aug12, more and more parts missing and broken up 2013 d/d 05jul87; l/n STN 21dec99 en route to Bryansk see c/n 91A903; canx 13oct00 as leased to Bulgaria l/n VAR 14sep05; canx late 2005 white/grey with titles and logo in all-white c/s, initially without titles, ex 'EX-087' and 'LZ-' visible under paint; l/n as such AER 24nov07; seen DME 23dec07 with titles; operator's certificate revoked 03feb09, opb Zpolyarye from jan09; l/n VKO 24nov09; seen VKO 08dec09 in the process of being respayed; see c/n 72A031 in all-white c/s with large titles and 'SE' logo on tail; l/n NOZ aug12/nov14, stored; broken up at NOZ in the first quarter of 2015 toc 09jul87; rgd 15jul87; f/n ZRH 12aug87; l/n SVO 05sep93 l/n SVO 22sep98 f/n VKO jun99; l/n VKO 09jun16 toc 19jul87; rgd 22jul87; f/n FRA 19jul87; l/n SVO 02jun92 in Research Institute l/n FRA 08sep01 l/n in old c/s FRA 23sep07; f/n in new c/s DME 06apr08; operator renamed Donavia 25sep09; l/n AYT 04oct09 l/n ROV 21oct10; broken up 2011 rgd 15may88; leased to Laos Air autumn 1991; see c/n 73A052 in Balkan c/s; c/n from JP-99 l/n SOF nov03/feb04, stored and sold to Hemus Air nov03 l/n BRQ 05jun04; c/n from JP-04 basic Balkan c/s; f/n BFS 19dec04 with small 'www.hemusair.bg'; l/n MLA 10oct05 flown to Tashkent this day; photo exists operating with small titles at AYT in white c/s with blue and red trim; in flight plan from SAW 09oct06; f/n SSH 22mar07; l/n UTP 17jan08; reported ALA 20feb08 as Aerotrans KZ, but that seems to be incorrect c/s similar to the Balkan one; l/n ALA 12oct08 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n UTP 05jan09; arrived at THR 23mar09 on lease to Caspian leased from Aerotur KZ; c/s similar to the Balkan one; initially without titles, l/n as such DXB 09may09; seen with titles DXB 26sep09 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n SIP 29jul11; l/n GUW 07jun13, titles overpainted, stored rgd 26aug87; last service 13aug93; canx 18aug97; delivered ex WAW 14aug97
87A755	SP-LCD RA-85829 RA-85829 RA-85829 RA-85829 RA-85829	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	LOT Buryat Avia East Line Enkor Sibir S7 Airlines	mfd d/d DME rgd OVV DME	17aug87 oct97 09aug98 19feb03 07jul05 22mar08	l/n CEK 12aug01; carried small 'Buryat Avia' titles all-white c/s; f/n HAJ 11apr03; l/n OVB 08jun05 in all-white c/s with titles; carried additional 'S7' logo and titles since around jun06; l/n DME 10feb08 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; l/n DME 23dec08 in basic 'S7' colours, with titles as such in red; l/n VAR 03jun09 in basic 'S7' colours, with titles as such in blue and tail logo; l/n DME 31aug10; seen MRV jan11/aug12, stored; broken up at MRV rgd 26sep89; in Aeroflot c/s; f/n ZIA 16aug92; l/n LHR 05sep92 in Aeroflot c/s in basic Aeroflot c/s, no titles; was reported for Tupolev Aerotrans; stored in VARZ-400 at VKO, seen aug99/jun03, stripped by aug03 f/n SVO 29jun04; rgd 09jul04; f/n with 'Skyteam' logo WAW 04jul06; l/n SVO 24sep09; last flight for Aeroflot 31dec09
87A756	CCCP-85627 RA-85627 RA-85627 RA-85627	Tu-154M Tu-154M Tu-154M Tu-154M	MAP LII Zhukovski LII Zhukovski LII Zhukovski Aeroflot Rus. Al	mfd SHJ DXB lsd	04aug88 09nov93 15jan95 05jun04	in basic Aeroflot c/s, no titles; was reported for Tupolev Aerotrans; stored in VARZ-400 at VKO, seen aug99/jun03, stripped by aug03 f/n SVO 29jun04; rgd 09jul04; f/n with 'Skyteam' logo WAW 04jul06; l/n SVO 24sep09; last flight for Aeroflot 31dec09

	RA-85627	Tu-154M	KavMinVody Avia	MRV	19mar10	leased from Norilsk Avia Service; in basic Aeroflot c/s with 'KVM' titles; l/n SVO 31oct10; t/t 18,048 hours and 7,943 cycles by 01jan11
	RA-85627	Tu-154M	Continent	VKO	12may11	leased from Norilsk Avia Service; in basic Aeroflot c/s, initially without titles; sticker with titles applied at KJA 03jun11; seen DME 19nov11; l/n IKT 26jun12/26oct16, stored and impounded toc 12sep87; rgd 06oct87; f/n VKO 30aug88; l/n VKO 11sep92
87A757	CCCP-85628 RA-85628 RA-85628 RA-85628	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir	mfd VKO VKO rgd	12sep87 27apr93 07jul94 12feb03	trf 30aug94; rgd 14jun00 to East Line, probably as payment for debts; l/n in VARZ-400 at VKO 20aug02 f/n DME 29aug03; last overhaul completed in 2004; carried additional 'S7' titles and logo from jan06; rgd aug01 16sep08; CoFA expired 01nov08; still current on register by aug10; stored at OVB, seen mar09/jun11; t/t some 12,000 hours and 35,000 cycles; towed to the area of the future Novosibirsk Aviation Museum (near gate 2 at OVB) 05jun12 and preserved there since; l/n jul14/feb16 toc 23nov87; rgd 07dec87; opb 235 OAO; f/n SVO 06feb88; l/n VKO 16aug92
87A758	CCCP-85629 RA-85629 RA-85629	Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd VKO trf	23nov87 02sep93 22jul94	in Aeroflot c/s; l/n VKO 16apr97
87A759	CCCP-85630 CCCP-85630 RA-85630 RA-85630 RA-85630 RA-85630 RA-85630 RA-85630 RA-85630 RA-85630 RA-85630	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Avioimpex Russ. Gvt/AFL c/s Rossiya Yamal Airlines 400 Kolavia Daghestan Airlines Aeroflot-Don Aero Rent	mfd ZRH SVO trf VKO VKO rgd SHJ VKO MRV	26nov87 06dec92 27apr93 22jul94 20may00 11jun01 24feb02 22dec06 10apr08 21aug13	seen VKO 11jul99; latest CoFR issued 26aug09; l/n VKO 02jul13; scrapped at VKO 19/21jul13 toc 26nov87; rgd 07dec87; opb 235 OAO; f/n PRG 13jun88; l/n SVO 14aug92 l/n SVO 20apr93 noted GRO 13aug96, Aeroflot full c/s; l/n LCA 03sep99; report as Trans-European DXB 19oct99 doubtful l/n VKO 04oct00 l/n VKO 21aug01 in VARZ-400; in basic Yamal c/s; not in dec01 fleet list; not in feb05 fleet list f/n DME 16apr03; seen VKO may06/aug06 in ARZ; in fleet list oct06 in basic Kolavia c/s; l/n DME 29sep07; not in Daghestan fleet list 28nov07 in VARZ-400; in all-white c/s; seen MRV 13feb09/aug12 in ARZ-411 in all-white c/s with titles, parked; l/n MRV nov14/jun16, stored toc 20nov87; d/d 03dec87; rgd 07dec87; opb 235 OAO; f/n VKO 30aug88, l/n 06may92
87A760	CCCP-85631 CCCP-85631 RA-85631 RA-85631 RA-85631 LZ-BTR (3) RA-85631	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Avioimpex Avioimpex Russ. Gvt/AFL c/s Rossiya Balkan Rossiya	mfd ZRH ZRH AMS trf AMS VKO	20nov87 27sep92 feb93 19apr93 29jul94 19sep96 16apr97	in Aeroflot c/s including titles; l/n VKO aug95 l/n AMS 26oct96; see c/ns 73A051 & 79A320 latest CoFR issued 04aug09; l/n VKO 02jul13; scrapped at VKO 10/15jul13 toc 19nov87; rgd 02dec87; f/n SVO oct88
87A761	CCCP-85632 RA-85632 RA-85632 RA-85632 RA-85632 RA-85632 RA-85632 RA-85632	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir S7 Airlines Globus Kolavia Continent	mfd VKO VKO rgd GOJ OVB OVB KJA	18nov87 27apr93 21apr94 03jul01 08apr08 26apr08 15jan09 09jun11	trf 29aug95; l/n VKO 02jun01 f/n VKO 15aug01; carried additional 'S7' logo and titles since around 2006; l/n DME 29sep07 in all-white c/s with just 'S7' logo and 'www.s7.ru' titles leased from parent company S7 Airlines; in white c/s; left paintshop at OVB 26apr08; l/n AYT 18sep08 in all-white c/s; l/n SIP 20aug10 in all-white c/s, no titles but still with 'Kolavia' tail logo, l/n AER (N43.44241 E39.947611) aug12/jun15, stored toc 11dec87; rgd 13jan88; f/n SVO 16jul88; l/n VKO 05jun92 l/n MST 27dec94 trf 29aug95; seen VKO jun99/sep02, wfu, no engines f/n VKO 16jan04; carried additional 'S7' logo and titles since at least jun06; l/n DME 02jan08 in all-white c/s with just 'S7' logo and 'www.s7.ru' titles; l/n DME 27may08 initially in all-white c/s without titles or logo; l/n as such DME 17jun08; seen in full c/s DME 16aug08; last flight 10nov08 (MCX-DME) and stored at DME since, l/n there 30oct09; seen stored ARZ-411 at MRV sep10/aug12; broken up at MRV in 2013 toc 02dec87; rgd 11dec87; f/n SNN 09dec87; l/n SVO 09sep92 l/n AMS 10apr93; seen SVO apr97/jun99, no engines; not in oct99 fleet list, sold to Vnukovo VARZ-400; soc and canx 13jan00 as to Iran leased from Vnukovo VARZ-400; l/n DXB 31oct00 leased from Vnukovo VARZ-400; in fleet list jan02; damaged on landing at Mashhad and sent to Vnukovo for repairs but was dbr there when nose gear broke off during towing; seen in VARZ-400 aug02/aug04, used for spares; no longer seen jul05; possibly totally dismantled, c/n found DUS 11oct05 on main wheel doors of RA-85765 (c/n 832) toc 21apr88; rgd 29apr88; f/n SVO oct88; l/n VKO sep94/sep95, stored l/n VKO 21aug01, wfu; was rgd 14jun00 to East Line f/n OVB 23nov01; additional 'Sberbank 160 let' (Savings Bank of Russia 160 years) titles until may05; seen DME 05jun10, parked; l/n at ARZ-411 at MRV 07sep10; broken up at MRV in Czechoslovak register as '85765'; d/d 19feb88; rgd same date; named 'Mesto Piestany'; canx 24sep92 initially in basic ex-CSA c/s with badge and CAAC titles, later repainted; last overhaul completed 26jul00; stored at NAY with t/t 13,744.25 hours and 8,389 cycles, seen 03oct05; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 29sep15 toc 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s
87A762	CCCP-85633 RA-85633 RA-85633 RA-85633 RA-85633 RA-85633	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir S7 Airlines Globus	mfd VKO MST BCN rgd GOJ	dec87 05jul93 12jan95 02dec03 05apr08 01jun08	
87A763	CCCP-85634 RA-85634	Tu-154M Tu-154M	AFL/International Aeroflot Rus. AI	mfd SVO	nov87 19mar93	
	EP-CPM EP-LBX	Tu-154M Tu-154M	Caspian Airlines Kish Air	THR	13mar00	photo
87A764	CCCP-85635 RA-85635 RA-85635	Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Vnukovo Airlines Sibir	mfd VKO rgd	31mar88 sep88 19nov01	
87A765	OK-SCA B-4022	Tu-154M Tu-154M	CSA China United AI	mfd PRG	08feb88 25sep92	
87A766	B-4022 CCCP-85636 CCCP-85636 CCCP-85636 CCCP-85636 CCCP-85636 RA-85636 RA-85636 RA-85636 RA-85636	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Chinese Air Force AFL/Ulyanovsk HFS Vnukovo PO AFL/Ulyanovsk HFS AFL/Krasnoyarsk AFL/Ulyanovsk HFS AFL/Ulyanovsk HFS Aviacon Zitotrans Ulyanovsk HFS	ph. mfd trf trf trf trf trf IST VKO	feb12 09jan88 21jun88 22aug88 05jun90 unknown 31may93 17aug98 17jun99	on charge as of 01jul90; l/n ULY 09sep92, with Russian flag this date f/n ULY 31aug93, in Aeroflot c/s and titles; l/n IST 19jun98 l/n IST 31aug98; leased from Ulyanovsk HFS in Aeroflot c/s, no titles; l/n ULY 19nov10 toc 11jan88; rgd 13jan88; f/n ARN 19jan88; l/n SVO 20apr93 repainted in new c/s; f/n as such WAW 22jan06; l/n as such SVO 13jun09; seen SVO 12sep09 with additional 'TSKA' logo and 'Professional Football Club CSKA' titles; opb Donavia from around sep10; ferried ROV-SVO 19jan11 (last flight) as operation Tu-154s by Donavia ceased 20jan11; seen SVO feb11/mar11, wfu, registration and all titles & logos painted out by 01may11; scrapped at SVO by 27jun11 rgd 03feb88; f/n LHR 09feb88; on charge as of 01jul88; l/n SVO 30jun92 l/n SVO 09oct08; probably wfu in 4th quarter 2008; cannibalised by feb09; seen SVO jul09 without outer wings, nose and titles, registration scrubbed out by aug09; scrapped by 26aug09 rgd 17mar88; last service 26oct93; delivered ex WAW 16dec95; canx 19dec95 leased from Bashkirian Airlines; f/n FRA 14jun96; l/n VKO 24aug97 stored at DME, l/n jun06 Isf Bashkirian Airlines; repainted jul06; carried additional 'Aeroflot Russian Airlines' titles; operator ceased operations mar08; seen UFA jul10, wfu without engines; scrapped at UFA in spring 2011, wings cut off by 30apr11 in Czechoslovak register as '85770'; d/d 06apr88; rgd same date; named 'Karlov Vary'; f/n LHR 07jun88; canx 24sep92 initially in basic ex-CSA c/s with badge and CAAC titles, later repainted; last overhaul completed 27jul00; stored at NAY with t/t 14,184.36 hours and 8,739 cycles, l/n NAY 03oct05 as such; seen NAY mar07/15apr07, operational; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 29sep15 toc 07apr88; rgd 13apr88; was already f/n SNN 12apr88; l/n SVO 11sep92 f/n HAM 22nov92; l/n SVO 02jun10, wfu; scrapping in progress SVO 22jun10 toc 07apr88; rgd 13apr88; f/n SNN 01may88; l/n SVO 30jun92 l/n VKO 20sep01, but already opb Aeroflot-Don by that time l/n in old c/s RVN 04jan08; f/n in new c/s MLA 10jul08; operator renamed Donavia 25sep09; l/n VKO 07oct09 in full c/s with titles; operated for KavMinVody Avia from feb11, still in full Donavia colours (flight numbers as proof); l/n ROV 19feb11; scrapped at MRV nov11, only heaps of scrap metal remaining by 07nov11 toc 07apr88; rgd 13apr88; f/n LHR 01may88; l/n SVO 30jun92 wfu at SVO, l/n feb10; scrapped at SVO starting 01jun10 rgd 24may88; ex CCCP-85774, not taken up; f/n AMS 05jun88; last service 30oct93; delivered ex WAW 11apr97; canx 23apr97 f/n IST 20jan00; l/n IST 08sep05 in full Bashkirian c/s with additional 'Zagros Airlines' (new Iranian airline) titles; l/n MHD 01sep06 l/n DME 23dec07, parked in full Bashkirian Airlines c/s with titles and additional small 'Continental' titles; operator ceased operations mar08; l/n DME 02aug08; registration scrubbed out 07aug fuselage still in partial ex-Bashkirian AI c/s, Iran Air Tour tail colours; l/n THR feb11; seen Esfahan HESA jan12, stored rgd 14jun88; ex CCCP-85775, not taken up; last service 01dec91; canx 24nov95; delivered ex WAW 18nov95 f/n KUF 19may96, all-white c/s, no titles leased from Samara; l/n STR 04jun96 f/n DME may97; l/n BCN 30aug98 d/d same day; f/n BUD 22dec00 and was held by customs until 16jan01; l/n BUD 26jan01 when left to Samara; for Atlant Hungary Airlines first service 28mar01; last service 26jun01; l/n BUD 25jul01, ceased operations, returned to lessor f/n SVO 16may02; operator's certificate revoked 30sep08; l/n KUF nov10; broken up at Samara; photo 21jul12, just the tail, forward fuselage and wings remaining rgd 21jun88; ex CCCP-85776, not taken up; last service 02dec91; canx 07feb96; delivered ex WAW 21jan96
87A767	CCCP-85637 RA-85637	Tu-154M Tu-154M	AFL/International Aeroflot Rus. AI	mfd SVO	09jan88 14may93	
87A768	CCCP-85638 RA-85638	Tu-154M Tu-154M	AFL/International Aeroflot Rus. AI	mfd AMS	30dec87 15oct92	
87A769	SP-LCE RA-85824 RA-85824 RA-85824	Tu-154M Tu-154M Tu-154M Tu-154M	LOT SAN Air Company Bashkirian AI Continental Aw	mfd rgd TSN SVO	29feb88 16may96 21apr99 20aug06	
88A770	OK-TCB B-4023	Tu-154M Tu-154M	CSA China United AI	mfd PRG	21feb88 25sep92	
88A771	B-4023 CCCP-85639 RA-85639	Tu-154M Tu-154M Tu-154M	Chinese Air Force AFL/International Aeroflot Rus. AI	NAY mfd r/r	mar12 07apr88 23oct92	
88A772	CCCP-85640 RA-85640 RA-85640	Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Rus. AI Aeroflot-Don	mfd GOT FRA	07apr88 08nov92 31jul01	
	RA-85640	Tu-154M	Donavia	SVO	12dec09	
88A773	CCCP-85641 RA-85641	Tu-154M Tu-154M	AFL/International Aeroflot Rus. AI	mfd SVO	07apr88 14may93	
88A774	SP-LCF RA-85831 RA-85831 RA-85831 RA-85831	Tu-154M Tu-154M Tu-154M Tu-154M	LOT Bashkirian AI Zagros Airlines Bashkirian AI Continental Aw	mfd rgd THR DME SZG	29apr88 06nov97 04apr06 15apr07 02jan08	
	EP-MCO	Tu-154M	Iran Air Tour	THR	05nov08	
88A775	SP-LCG RA-85823 RA-85823 RA-85823 HA-LGA	Tu-154M Tu-154M Tu-154M Tu-154M	LOT Samara SAN Air Company Samara Samara	mfd rgd HAM ret rgd	28may88 22apr96 27may96 feb97 21dec00	
	HA-LGA RA-85823	Tu-154M Tu-154M	Atlant Hungary Samara	BUD rgd	01feb01 28dec01	
88A776	SP-LCH	Tu-154M	LOT	mfd	31may88	

	RA-85825 RA-85825	Tu-154M Tu-154M	SAN Air Company Bashkirian Al	d/d trf	mar96 17jul96	f/n KGF 30jul96 rgd 17jul96; l/n UFA 13aug99, wfu; seen in VARZ-400 jun05/jul10, derelict without outer wings and scrapped end jul10
88A777	CU-T1275 CU-T1275 LZ-HMF RA-85007(2) CCCP-85642	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Cubana red cheatline, n/t Hemus Air Yakutia AFL/International	mfd SNM GLA rgd mfd	27jun88 03may01 29jun03 25aug04 01jul88	d/d 08jul88; seen HAV 14nov98/24jan01, stored, for sale; l/n SNN 03may01 on delivery to Samara, Russia l/n SOF 04mar04; c/n checked see c/n 70M007; named 'Ing. Fidel Sanchez'; f/n OMS 10sep04; l/n YKS jun12/apr13, engineless wfu on charge as of 01jul88; rgd 07jul88; f/n SVO 22jul88; l/n SVO 14aug92 l/n SVO 05jun10, wfu; markings painted out by 30jun10; broken up 07jul10 on charge as of jul88; rgd 15jul88; f/n BUD 25jul88; last flight 08sep92, stored SVO 1992/1995 f/n AMS 04dec96; l/n SVO 10jun10, wfu; scrapped SVO jun10 on charge as of jul88; rgd 25jul88; f/n LHR 04aug88; l/n HEL 23apr90 arrived at SNN 18jul94 for repaint in Aeroflot c/s sat wfu at SVO, seen feb10/01jun10; scrapped at SVO jun10 rgd 1988; opp by Avio Detachment 28 from its delivery; f/n ORY 29may89, in Balkan c/s; l/n as such BRU 11jun99; repainted in governmental c/s with 'Republic of Bulgaria' titles during overhaul; f/n as such SZG 30jun99; last flight feb10, t/t 6,134 hours; stored at SOF, seen oct11/oct12 (registration removed by oct12); sold to a businessman (Mr Mareshki) from Varna for \$ 395,000 in dec12; registration restored mar13; underwent extensive technical check in jun13 by Russian engineers, with final engine test 27jun13; ferried SOF-KUF 08jul13; still on overhaul at the factory by may15 and sold by mr. Mareshki to Russia toc 01sep88; rgd 13sep88; opp 235 OAO at VKO; f/n SNN 05apr89; l/n SVO 11sep92 f/n SNN 16oct97, see next line f/n SNN 25oct97; t/t 21,058 hours and 7,899 cycles by 01jul08; canx 28aug09; CofA expired 31aug09; l/n VKO 24mar11 stored; tender for assessment of value published 14apr11, so probably to be sold; broken up VKO aug12
88A778	RA-85642 CCCP-85643 RA-85643	Tu-154M Tu-154M Tu-154M	Aeroflot Rus. Al AFL/International Aeroflot Rus. Al	mfd MLA mfd	07apr93 08jul88 11nov96	
88A779	RA-85643 CCCP-85644 MPR-85644 RA-85644	Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Rus. Al AFL/International Mongolian Airlines Aeroflot Rus. Al	f/f mfd d/d SNM	11nov96 20jul88 may90 26jul94	
88A781	LZ-BTZ	Tu-154M	Bulgarian Govt.	mfd	31oct88	
88A782	CCCP-85645 RA-85645 RA-85645	Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd TXL trf	30aug88 04nov92 22jul94	
88A783	B-2615 B-608L RA-85101(2) RA-85101(2)	Tu-154M Tu-154M Tu-154M Tu-154M	China Southwest ex-China Southwest Blagoveshchensk Al Aviaexpresscruise	mfd VKO VKO rgd	31aug88 30jul01 21jun02 12jul02	
88A784	RA-85101(2) RA-85101(2) CCCP-85646 RA-85646	Tu-154M Tu-154M Tu-154M Tu-154M	Tatarstan all-white c/s, n/t AFL/International Aeroflot Rus. Al	BCN KZN mfd SVO	23jun07 04aug11 08sep88 15may93	
88A785	CCCP-85647 RA-85647 RA-85647 RA-85647	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Aeroflot c/s, n/t Aeroflot Rus. Al	mfd AMS HEL SVO	06oct88 08oct92 15may93 05sep93	
88A786	CCCP-85648 RA-85648	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd r/r	12oct88 29oct92	
88A787	CCCP-85649 CCCP-85649 CCCP-85649 RA-85649	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/International Transaero AFL/International Aeroflot Rus. Al	mfd SVO SVO r/r	12oct88 24jun92 14aug92 20oct92	
88A788	CCCP-85650	Tu-154M	AFL/International	mfd	28oct88	
	RA-85650 RA-85650 HA-LCX	Tu-154M Tu-154M Tu-154M	Aeroflot Rus. Al Aeroflot c/s, n/t Pannon Airlines	r/r VKO d/d	15oct92 19aug99 11may00	
	LZ-LCI RA-85650	Tu-154M Tu-154M	Bulgarian Air Ch. Airlines 400	HAI ARN	08jun02 27apr04	
	EP-MCF	Tu-154M	Iran Air Tour	THR	05sep05	
88A789	OK-TCC OK-TCC B-4024 B-4024	Tu-154M Tu-154M Tu-154M Tu-154M/D	CSA China United Al China United Al Chinese Air Force	d/d PRG PRG ph.	13dec88 oct92 11oct92 jan07	
88A790	B-2616 B-606L RA-85109(2) RA-85109(2)	Tu-154M Tu-154M Tu-154M Tu-154M	China Southwest ex China Southwest Blagoveshchensk Al Aviaexpresscruise	mfd VKO rgd	30nov88 30jul01 17apr02	
88A791	RA-85109(2) RA-85109(2) B-2617 B-607L RA-85136(2) RA-85136(2) RA-85136(2) RA-85136(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Tatarstan all-white c/s, n/t China Southwest ex China Southwest Blagoveshchensk Al Aviaexpresscruise Yakutia Aviaexpresscruise	KZN KZN mfd VKO rgd rgd SVO	29dec06 04aug11 22dec88 30jul01 14dec01 26dec03 29jun04	
88A792	RA-85136(2) RA-85136(2) OK-TCD OK-TCD OK-TCD RA-85847 RA-85847 RA-85847 RA-85847	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Tatarstan all-white c/s, n/t CSA Czech Airlines white tail, n/t Bashkirian Al Airlines 400 Bashkirian Al Zagros	DXB KZN mfd PRG PRG DME rgd rgd isd	09may08 04aug11 26dec88 jun95 25jan00 24jan01 09jun01 09mar04 jul06	
	RA-85847	Tu-154M	Continental Aw	slid	14feb07	
	EP-MCN	Tu-154M	Iran Air Tour	THR	14jun08	
88A793	CCCP-85651 85651 RA-85651 RA-85651 RA-85651 EY-85651 EY-85651 EY-85651 EY-85651 EY-85651	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya Aviacon Zitotrans Tajikistan Al Tajikistan Al, n/t Tajikistan Al Tajik Air Taban Air	mfd VKO SVO trf IST MUC SHJ DME DME AWZ	07apr89 08jul92 20aug93 22jul94 18may98 18jan00 13mar01 16aug01 02sep07 05may08	
88A794	CCCP-85652 RA-85652 RA-85652 LZ-LTF RA-85652 RA-85652	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Baikal Airlines Baikal Airlines Baikal Baikal Airlines Sibir	mfd trf PEK VAR IKT IKT	27jan89 30jun92 oct95 jun99 05jun01 13jul01	
	RA-85652	Tu-154M	S7 Airlines	OVB	29feb08	
88A795	CCCP-85653 85653 RA-85653 RA-85653 RA-85653 RA-85653	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya Vostokgazprom Airlines 400 Sibir	mfd VKO VKO trf rgd VKO	15apr89 08jul92 21mar93 22jul94 18jul01 30apr02	
	RA-85653	Tu-154M	Sibir	OVB	09apr04	

	EP-MCS no reg	Tu-154M Tu-154M	Iran Air Tour HESA	MRV THR	04aug08 22aug12	in full c/s; l/n THR 15dec10; stored Esfahan HESA jan12 converted to an "Armita" test-bed, fitted with the nose section of an RF-5A on the front edge of the vertical stabiliser; to be used for ejection-seat tests; in basic Iran Air Tours c/s with 'Hesa Testbed Aircraft' titles; may also be fitted with a pylon under its fuselage to carry UAVs for aerodynamic tests rgd 16feb89; on charge as of 01jul89; f/n IKT 03mar92 f/n IKT 05jul92, in Aeroflot c/s and titles in Aeroflot c/s and titles f/n VKO 22may00; l/n OVB 19aug14; seen MJZ 18jul16, stored f/n PEK 28nov89; seen CTU jun99/apr00, wfu l/n VKO 21aug01; sold to Blagoveshchensk Airlines see c/n 76A149; ex-China Southwest c/s, small 'Baltiskaya Stroitel'naya Kompaniya' titles on nose; l/n VKO 09sep02 in basic China Southwest c/s with own logo and titles; f/n DUS 08jul03; offered for sale 07aug08; l/n BCN 09sep09; operator renamed Donavia 25sep09 l/n DME 29mar11 but was probably opb KVM, see next line in full Donavia c/s; l/n MRV 28sep11 stored; broken up MRV mar12 l/n ZIA 16aug92; Tu-154M-LK1, combined zero-gravity trainer and open-skies aircraft; in Aeroflot c/s Tu-154M-LK1; opb Yuri Gagarin Cosmonaut Training Centre carried additional 'Arms from Russia' titles Tu-154M-LK1; l/n CKL 20aug99 Tu-154M-LK1; carried 'Otkrytoye nebo' (Open Skies) titles Tu-154M-LK1; carried large 'TSPK im. Yu.A. Gagarin' Cosmonaut Training Center' titles; tender for modernisation of 'Open Skies' suite published 21nov11 (c/n given as 88A798 in tender); l/n MAD 10oct13 Tu-154M-LK1; repainted in white c/s with dark blue fin, undersides and engines, Russian flag on tail with red/light blue cheatlines, carried 'Russian Federation Open Skies' titles; l/n MAD 30nov16 arrived at Marxwalde 14apr89; rgd 16may89; opb TG-44 at Marxwalde; had East German Air Force serial '144' allocated; l/n SXF 24jun90 f/n SXF 03oct90, l/n CGN apr94; still operational jun96 ferried as 'VAZ9555' to Vnukovo for overhaul 21feb00 00799 on wheel door canx same date as leased to Iran; see c/n 75A092 leased from VARZ; rgd 26sep00; f/n BAH 01jan02; l/n THR 26nov04; still in JP-05 c/n confirmed; new c/s, in ARZ; l/n THR 30mar08 still in IRB c/s with 'Eram Air' titles; l/n ADB 05sep08; now in full Eram Air c/s, l/n DXB 17aug09; seen THR jan12/may16, stored f/n HEL 01may89; l/n SOF 01may99 canx same date as leased to Iran; see c/n 75A096 leased from VARZ-400 20jul02 until 20jul03; f/n THR oct02; in new c/s early 2006; l/n THR 28may07 l/n THR 28sep07 full c/s; l/n THR 05may08 in basic Iran Air Tour c/s with 'Eram Air' titles; l/n THR jan12/may16, stored rgd 23may89; on charge as of 01jul89; f/n IKT 04sep89 f/n IKT 05jul92, in Aeroflot c/s and titles in Aeroflot c/s and titles; w/o 03jan94 on a flight from Irkutsk to Moscow when the air start unit of engine # 2 suffered a malfunction so that it kept running from the start-up of the engine, 3 minutes and 45 seconds after take-off the turbine of the unit suffered an uncontained failure which damaged fuel, air and hydraulic pipes and caused a fire in the engine compartment, the crew decided to return to Irkutsk, but all 3 hydraulic systems failed, the aircraft went out of control and crashed at a speed of 510 km/h into a livestock barn of a farm at Mamony 15 km north-east of the airport, all 9 crew and 115 passengers plus a farm worker and several dozen cows killed; soc 27jul94; canx 03nov94 rgd 23may89; on charge as of 01jul89; f/n DME 15mar90 l/n IKT 05jul92, in Aeroflot c/s and titles in Aeroflot c/s and titles l/n CAN 25jan98 l/n SOF 11mar00 lsf VARZ; soc and canx 30may00 as leased to Iran rgd VARZ, subleased from Airlines 400 27jun00; f/n VKO 02jun00; l/n SVO 02feb01 l/n VAR 07jul02; c/n reported as such l/n SHJ 28feb04 lsf VARZ-400, subleased from Airlines 400; carried small additional 'Airlines 400' titles; seen in VARZ-400 jul/sep08; broken up VKO 2008 in Czechoslovak register as '85803'; rgd 01jun89; l/n FRA dec92; canx 26jan93 l/n BTS 30mar94 l/n LUX 14nov02; spent 4,5 years at the 'Aviakor' factory in Samara, awaiting overhaul which finally started in spring 2008; returned to BTS 18oct08; l/n SVO 26oct16 c/n given in Czechoslovak register in error as '85804'; d/d 02jun89; rgd 08jun89; named 'Marianské Lazne'; repainted in the new c/s; f/n as such PRG jun95; conducted the last CSA Tu-154 service 10jan00 (IST-PRG); seen without titles PRG 20jan00; ferried from PRG to UFA 20jan00; canx 21jan00 f/n IST 04jun01; leased to Yevraziya 15feb02/30apr02; seen in ARZ-411 at MRV aug05/jun06, registration not applied by jun06 l/n DME 30nov06 leased from Bashkirian Airlines 26dec06/03dec07; in basic Permskiye Avialinii c/s, no titles; l/n DME 08oct07 leased from Bashkirian Airlines 06jun08/01sep08; in basic Permskiye Avialinii c/s, probably no titles leased from Bashkirian Airlines 30dec08; in basic Permskiye Avialinii c/s, initially no titles; l/n without titles VKO 11apr09; f/n with 'Atlant-Soyuz' titles VKO 30may09; l/n VKO 07nov09, see rgd date below to Novaya FAK; leased 26oct09/27nov09; in basic Permskiye Avialinii c/s with 'Atlant-Soyuz' logo on fin and 'Zapolyarye' titles; f/n VKO 24nov09; l/n AER 15nov10, see dates for Krasavia below leased from Novaya FAK 03mar10; excluded from the operator's certificate of Krasavia 18jun10 in all-white c/s, no titles; t/t 24,145 hours and 12,066 cycles by 01jan11; l/n VKO 02oct11 in all-white c/s; l/n operational SIP 04jul14; seen DME 22jul14 in the process of being cannibalised; scrapped at DME in late jul14; remains still seen VKO 03jun15; the forward fuselage was transported on a flat-bed trailer to Moscow-Khodynka and lifted by a crane to the 4th floor of the "Aviapark" shopping centre 01aug14; forward fuselage preserved in the "KidZania" family entertainment centre (to open in 2015); l/n nov16 rgd 08jun89; last service 28oct94; delivered ex WAW 29jul95; canx 21sep95 trf 25nov95; f/n VIE 19mar96; l/n as such KUF 20aug05; last overhaul completed 17aug07; repainted in full AirUnion c/s, f/n as such KJA 27aug07; l/n active PEK 02nov07; operator's certificate revoked 30sep08; offered for sale by Sberbank 17dec08 with t/t 11,388 hours, without engines; stored at KJA without engines, l/n aug09; under maintenance at KJA by late 2010 after storage and maintenance; f/n KUF 18may11; l/n SGC 07jul13; broken up Vnukovo dec13 rgd 20jun89; last service 14oct93 canx 02oct95, delivered ex WAW 29sep95 f/n STR 28feb96 l/n KUF 13aug99, still with SAN Air Company markings allocated but never delivered and expired 07jun01 reported in Russian register mar03 with c/n 76A155 !; l/n DME 02sep07; operator's certificate revoked 30sep08; reported broken up KJA in 2009 in Czechoslovak register as '85807'; d/d 21jul89; rgd 24jul89; named 'Vysoké Tatry' last service 09dec99 (BCN-PRG); l/n PRG 19dec99 when left for Ufa; canx 20dec99 f/n UTP 05jan01; l/n operational DME 11oct04; seen at ARZ-411 at MRV oct06/sep10, cannibalized; broken up dec10; see c/n 90A846 toc 19jul89; f/n SNN 24jul89; rgd 28jul89; opb 235 OAO; l/n VKO 11sep92 already f/n LED 06sep00; l/n HAM 14jan07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n LED 17oct09; last flight (SVO-LED, without passengers) 16nov09, was also the last Tu-154 flight of Rossiya; stored at LED, seen dec09/apr11 in basic ex-Pulkovo c/s; l/n NSK 09oct11/17aug16, stored toc 21jul89; rgd 28jul89; opb 235 OAO; f/n SNN 03aug89; l/n VKO 11sep92 l/n VKO 13jul00 f/n SVO 25feb01; damaged at VKO 25aug06 when left wing hit a KrAZ fuel truck, repaired by VARZ-400; l/n VKO 06oct13 active; seen complete VKO 23jun14, broken up by end of jun14 on charge as of jul89; rgd 28jul89; f/n DME 15mar90; l/n IKT 05jul92 l/n AMS 12dec93; trf 22feb95 to Bratsk Air leased from Bratsk Air in basic ex Aeroflot c/s; l/n DXB 28aug99; still on register sep99 delivered this date; l/n BOJ 05sep00 l/n HAJ 25aug01, no titles f/n DME 05sep02; l/n DME 16nov03 lsf AeroBratsk and in their c/s; f/n LED 03dec04; operator's certificate revoked 01nov08; seen stored at KJA oct09/sep15 toc 27jul89; f/n SNN 28jul89; rgd 04aug89; l/n SVO 14aug92 l/n SVO feb10, wfu; broken up at SVO may10, only small pieces remained by 01jun10
88A796	CCCP-85654 CCCP-85654 RA-85654 RA-85654	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Baikal Airlines Baikal Airlines Alrosa	mfd trf DME	25jan89 30jun92 21may94 11nov99	
89A797	B-2618 B-609L RA-85149(2)	Tu-154M Tu-154M Tu-154M	China Southwest ex-China Southwest no titles	mfd VKO VKO	31jan89 30jul01 21jun02	
	RA-85149(2)	Tu-154M	Aeroflot-Don	rgd	12may03	
	RA-85149(2)	Tu-154M	Donavia	VKO	24jan10	
89A798	RA-85149(2) CCCP-85655 RA-85655 RA-85655 RA-85655 RA-85655 RA-85655	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	KavMinVody Avia Space Res. Centre Space Res. Centre Promexports Space Res. Centre Russian Air Force Space Res. Centre	VKO VKO CKL SXF IAD CKL SXF	07apr11 09apr91 26may94 23jul99 20aug99 10jun00 sep04	
	RF-85655	Tu-154M	Space Res. Centre	CKL	21aug14	
89A799	DDR-SFA	Tu-154M	EGAF/Interflug c/s	mfd	31mar89	
	11+01 -- -- RA-85092(2) EP-MBL EP-MCE EP-EKC	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	German Air Force no titles all-white c/s, n/t MVM trading Iran Air Tour Iran Air Tour Eram Air	rgd DRS VKO rgd lsd VKO THR	03oct90 07feb00 07nov00 25sep00 19sep00 24jun05 03may08	
89A800	LZ-BTY RA-85096(2) EP-MBP EP-EAN EP-MCJ EP-EKD	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Balkan Middleton Group Iran Air Tour Aria Air Lines Iran Air Tour Eram Air	mfd rgd rgd THR THR THR	14mar89 06jul01 16jul01 08jul07 22oct07 28may08	
89A801	CCCP-85656 CCCP-85656 RA-85656	Tu-154M Tu-154M Tu-154M	AFL/East Siberia Baikal Airlines Baikal Airlines	mfd trf LED	may89 30jun92 11sep93	
89A802	CCCP-85657 CCCP-85657 RA-85657 RA-85657 LZ-LTD LZ-154M RA-85657 EP-MBK LZ-LCD EP-MBK LZ-LCQ	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Baikal Airlines Baikal Airlines Baikal Airlines Balkan Airlines 400 Iran Air Tour Bulgarian Air Ch. Iran Air Tour Bulgarian Air Ch.	mfd trf OMS SVO LHR rgd rgd FRA SHJ DME	05may89 30jun92 11jul93 21aug95 12apr99 29may00 27jun00 11may01 24nov03 08jun04	
89A803	OK-BYO OK-BYO OM-BYO	Tu-154M Tu-154M Tu-154M	CS-Gvt (LSFMV) Slovak Government Slovak Government	d/d trf r/r	26may89 01jan93 01apr94	
89A804	OK-UCE	Tu-154M	CSA	mfd	26may89	
	RA-85848	Tu-154M	Bashkirian AI	rgd	30nov00	
	RA-85848 RA-85848	Tu-154M Tu-154M	Permskiye Avialin. Sibir	PEE LED	24aug06 09jan07	
	RA-85848 RA-85848	Tu-154M Tu-154M	Nordwind Atlant-Soyuz	no reports VKO	jan09	
	RA-85848	Tu-154M	Zapolyarye	rgd	12aug09	
	RA-85848 RA-85848 RA-85848	Tu-154M Tu-154M Tu-154M	Krasavia South East Kosmos Airlines	no reports DME VKO	04apr11 04oct12	
89A805	SP-LCI RA-85821	Tu-154M Tu-154M	LOT Samara	mfd rgd	31may89 09oct95	
89A806	RA-85821 SP-LCK SP-LCK RA-85822 RA-85822 HA-LGC RA-85822	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	UTair LOT LOT c/s, n/t SAN Air Company Samara Airlines Atlant Hungary Samara	f/f mfd WAW rgd rdt SVO	04feb11 29may89 07jul95 22jan96 feb99 07dec00 18aug01	
89A807	OK-UCF OK-UCF RA-85846(2)	Tu-154M Tu-154M Tu-154M	CSA Czech Airlines Bashkirian AI	mfd PRG rgd	12jun89 jun95 26sep00	
89A808	CCCP-85658 RA-85658 RA-85658 RA-85658 RA-85658	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya Pulkovo Avia Rossiya Russian AI	mfd DUB trf rgd MXP	19jul89 11mar93 22jul94 14sep00 18mar07	
89A809	RA-85658 CCCP-85659 RA-85659 RA-85659	Tu-154M Tu-154M Tu-154M Tu-154M	Continent Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	ROV mfd HEL trf	08jul11 21jul89 15jan93 22jul94	
89A810	CCCP-85660 RA-85660 EP-ITL EP-ITV LZ-LTK RA-85660 RA-85660 RA-85660	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Aeroflot Iran Air Tour Iran Air Tour Balkan Aviaexpresscruise AeroBratsk KrasAir	mfd CGN lsd SVO SOF HAJ rgd rgd	10jul89 sep92 94 ? 28may96 05jun00 19may01 08nov01 08jun04	
89A811	CCCP-85661 RA-85661	Tu-154M Tu-154M	AFL/International Aeroflot Rus. AI	mfd TLS	26jul89 08nov92	

89A812	SP-LCL RA-85826(1) RA-85826(1) RA-85826(1)	Tu-154M Tu-154M Tu-154M Tu-154M	LOT Bashkirian Al Shaheen Air Intl Bashkirian Al	mfd d/d SHJ HAJ	31jul89 aug96 05mar00 04aug00	rgd 08aug89; f/n AMS 16sep89; last service 19oct95; canx 22may96; delivered ex WAW 12may96 rgd 17jan97; l/n UFA 18aug99 leased from Bashkirian Airlines; l/n SHJ 27apr00 seen in Zavod No. 411 GA at MRV aug05/jun06 under overhaul; registration not applied jun06; sold by Tekhnolizing to FinansBiznesGrupp in 2007 in Zavod No. 411 GA; rgd 23jan09 to FinansBiznesGrupp; sat wfu in Zavod No. 411 GA at MRV, seen sep11/aug12; scrapped by Zavod No. 411 GA by 02dec13
89A813	DDR-SFB 11+02	Tu-154M Tu-154M	EGAF/Interflug c/s German Air Force	rgd rgd	18sep89 03oct90	had East German Air Force serial 121 allocated, f/n Marxwalde 14oct89 f/n SXF 03oct90; mid-air collision on 13sep97 with C-141B 65-9405 at 65 nautical miles west of Namibian coast, mainly due to poor ATC communications and use of non-standard flight level by Tupolev, all aboard both aircraft perished, total of 33 fatalities
89A814	B-2619	Tu-154M	China Northwest	mfd	31aug89	f/n PEK 28nov89; seen XIY may99/may01, stored; reported owned by Skir Air Ukraine jun01; offered for sale with t/t 17,916 hours and 9,806 cycles; possibly the aircraft seen ZIA 19aug01, without registration, see also c/n 90A855
	EP-EAC RA-85114(2)	Tu-154M Tu-154M	Aria Air Dalavia	THR rgd	oct01 11feb04	c/n confirmed; still carried a China Northwest cheatline; l/n SHJ jan03; last overhaul completed in 2003 leased from Dalmashlizing; f/n CAN 22may04; wing damaged 20jun08; operator ceased operations 19oct08; stored at KHV from late 2008, came to rest on its tail during a hurricane 02/03may09; broken up at KHV in 2014; see c/n 75A114
89A815	B-2620 RA-85849	Tu-154M Tu-154M	China Northwest Vladivostok Air	mfd VVO	30aug89 01aug01	f/n PEK 23jan90; l/n XIY may99/may00, stored rgd only 07sep01; named 'Arseniyev'; l/n VVO 09aug07; sold to Tekhnolizing aug07; ferried VVO-MRV 01sep07; l/n in ARZ-411 at MRV aug08
	RA-85849 RA-85849 RA-85849 RA-85849 RA-85849 RA-85849	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Atlant-Soyuz Zapolyarye Airline Kolavia South East Al Kosmos Kosmos	VKO PEE SIP VKO trf VKO	17jan09 10jun10 27may11 13oct11 jan13 may13	in white/blue c/s; l/n MRV 25oct09, stored with ARZ-411 in white/blue c/s with titles on left hand side; l/n AAQ 25aug10 on short-term lease; in white c/s with blue tail, no titles; l/n MRV 16sep11
89A816	CCCP-85662 RA-85662	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd AMS	04oct89 29nov92	in white/blue c/s, with titles; l/n MSQ 08sep14; broken up MRV sep15 toc 05oct89; f/n SNN 14oct89; rgd 26oct89; l/n ZRH 07oct92 l/n SVO 02jun10, wfu; broken up at SVO jun10
89A817	CCCP-85663 RA-85663	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd ZRH	05oct89 21oct92	toc 12oct89; rgd 26oct89; f/n SNN 19oct89; l/n SVO 30jun92 l/n wfu at SVO 03sep09; donated to the Moscow Technical University of Civil Aviation (MGU GA) (N55.985124 E37.443940) as a ground instructional airframe 20jan10, l/n oct16
89A818	CCCP-85664	Tu-154M	AFL/International	mfd	sep89	toc 11oct89; f/n SNN 24oct89; rgd 26oct89; dbr 17nov90 on a flight from Basel to Moscow when crash- landed in a field near Dubenec u Dvora Králové, Eastern Bohemia, when the cargo, 18 tonnes of Winston cigarettes, caught fire, all 6 crew survived; canx 19sep91; soc 26sep91
89A819	CCCP-85665 RA-85665	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd MLA	06oct89 21oct92	toc 11oct89; rgd 26oct89; f/n SNN 28oct89 in primer, for painting in AFL c/s; l/n SVO 11sep92 l/n SVO 12aug09; wfu in 3rd quarter 2009 and l/n SVO 05jun10; broken up SVO jul10
89A820	CCCP-85666 85666	Tu-154M Tu-154M	Soyvetski Soyuz Rossiya	mfd trf	25dec90 22jul94	equipped with satcom; one of only two Tu-154s wearing 'Soyvetski Soyuz' titles; on charge as of 01jan91; f/n SNN 03jan91; rgd 10jan91; opb 235 OAO
	RA-85666 RA-85001(2) YN-CBT RA-85830 EP-MBB RA-85830 EP-MHS RA-85830 EP-MHS EP-EAJ	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Rossiya Rossiya Aeronica Omskavia Iran Air Tour Omskavia Mahan Air Omskavia Mahan Air Aria Air	VKO HRK mfd VKO lsd DME rgd OMS DXB THR	27apr93 21apr10 28nov89 29apr98 05oct98 18aug02 07sep02 05sep04 10dec04 06jan07	equipped with satcom; in basic Aeroflot c/s with 'Rossiya' titles; l/n LED 22mar10 equipped with satcom; in full c/s; l/n active 10mar11; seen stored VKO nov12/aug13; see c/n 69M001 rgd 04dec89; d/d 20dec89; named 'Momotombo'; l/n VKO 16apr97 l/n DME 08jul98 l/n ALA 08jun01; leased from Omskavia until 05oct02 soc 03sep02 and canx 04sep02 as leased to Iran Isf Omskavia in basic c/s with own titles & logo; f/n DXB oct02; l/n DXB 27feb04 in full c/s with titles, photo proof seen DXB 02dec05; not current on ICAO list feb06, returned for winter 05/06 ?; l/n THR 26nov06 leased from Omskavia; in basic c/s, with titles being applied 06jan07; l/n as such 14jan07; seen KJA 25apr07/27aug07 with titles painted out and registration visible under paint; seen in ARZ-411 at MRV aug08/feb09, all markings painted out; broken up at MRV before may11
89A822	70-ACT RA-85803 EK-85803 RA-85803	Tu-154M Tu-154M Tu-154M Tu-154M	Alyemda Krai Aero Arax Airlines Vladivostok Air	mfd trf WAW HKT	17nov89 01may92 dec96 28dec99	f/n ADE 02apr90; stored at VKO, seen jun92/sep92 rgd 16sep92; f/n DUS 12jan93; l/n SVO 16jul93 still carried 'EK-' under the wing after it was sold to Russia; l/n SVO mar98 l/n with titles HKT 02jan00; seen without titles UFA 13jun01 & DME 03dec01; seen again with titles KIX 09aug02; named 'Spassk-Dalni' after a town in the Far East around 2002; l/n active AER 28may11; seen VVO jul11/nov11, stored; sold to Sumotori in early 2012; towed from the airport to the 'Primorskoye koltso' (N43.356668 E132.085671) sports complex 12may12; will be used as a café; l/n mar15, with additional RDS - 'Russian Drift Series' sticker on forward fuselage and revised tail logo
89A823	B-2621 -- UN-85855(1) UN-85855(1) UN-85855(1) UP-75405	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	China Xinjiang Al China Xinjiang c/s Sayakhat Atyrau Airways MAK Air MAK Air	d/d ALA ALA BTS trf DME	03dec89 08jun01 08oct02 20aug03 2006 23jul08	f/n XIY 03oct91; l/n URC 25sep99, operational; left operator mar01 no titles l/n FRU 28jun03 with titles scrubbed out named 'ADL'; l/n ALA 18oct05 in basic Atyrau c/s with own titles and logo; f/n TSE 15sep06; l/n ALA 20feb08; see c/n 86A723 c/n confirmed by Kazakhstan CAA; in all-white c/s; offered for sale by Aero Asia 13apr10 with t/t 29,890 hours and 11,860 cycles; seen stored at ALA (N43.353939 E77.023734) jan11/aug13 rgd 05jan90; last service 01aug94; delivered ex WAW 25aug94; canx 08sep94 l/n SVO feb10/01jun10; broken up at SVO jun10 on charge as of 01jan90; rgd 08feb90; f/n SVO 14sep93
89A824	SP-LCM RA-85810	Tu-154M Tu-154M	LOT Aeroflot Rus. Al	mfd SVO	21dec89 06may95	l/n GDX 12may95, still in Aeroflot c/s and titles l/n DME 09aug01; seen in bare metal in VARZ-400 20aug02; canx 06sep02 as leased to Iran
89A825	CCCP-85667 RA-85667 RA-85667 RA-85667 EP-LCD RA-85667 RA-85667	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Magadan-GDX Aeroflot Mavial/Magadan Al Mavial Magadan Al Kish Air Vladivostok Air Mavial Magadan Al	mfd GDX trf ANC rgd HTA KRR	26dec89 08jul94 18oct94 27oct98 08sep02 02oct04 07feb05	l/n DME 09aug01; seen in bare metal in VARZ-400 20aug02; canx 06sep02 as leased to Iran f/n KIH 01nov02; l/n DXB 05dec03 in full c/s airline ceased operations 29jun06; seen GDX 28nov06, stored; sold to Aeroflot 19mar07; ferried to VARZ- 400 for overhaul 19may07 and l/n there 26may07 damaged 30jun08 on take-off from Pulkovo when engine # 1 suffered an uncontained failure during the take-off run and the take-off was aborted, engine cowling burnt and fuselage on left-hand side of tail damaged by compressor blades and fire; repair deemed uneconomical; seen on far storage apron at LED 23aug08; broken up at LED early aug09 on charge as of jan90; f/n SNN 09jan90; rgd 12jan90; l/n SVO 11sep92 l/n SVO 14may10, wfu; broken up SVO jun10 on charge as of jan90; rgd 12jan90; f/n SNN 14jan90 in basic Aeroflot c/s l/n SVO 14aug92 repainted in new c/s; l/n active SVO 27oct08; was to be wfu in 2nd quarter 2009; seen wfu at SVO 03sep09, registration painted out; seen being broken up 17oct09 on charge as of jan90; rgd 12jan90; f/n SNN 18jan90; l/n SVO 29jun92 l/n SIP 17oct09; last flight 30nov09; l/n SVO 05jun10, wfu; broken up at SVO starting 27jun10 rgd 26feb90; on charge as of 01jul90; f/n SVO 24feb92
	RA-85671 RA-85671 RA-85671 LZ-LCA	Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Mavial/Magadan Al Aviacon Zitotrans Bulgarian Air Ch.	GDY trf SHJ SXF	08jul94 18oct94 04feb97 12may01	l/n GDX 12may95, still in Aeroflot c/s and titles leased from Magadan Avia/Mavial; l/n IST 13dec99; soc and canx 28apr01 as leased to Bulgaria Isf VARZ-400 and subleased from Airlines 400; carried small additional 'Airlines 400' titles on nose; last seen operational SZG 02jan06; in ARZ-411 at MRV, seen oct06/sep10 being cannibalised and broken up there oct10 toc 24aug90; rgd 20oct90; l/n KJA 01jul92
89A830	CCCP-85672 RA-85672 RA-85672 RA-85672	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot KrasAir Continent	mfd KJA VIE rgd	24aug90 13jul93 03jul95 14nov08	operator's certificate revoked 01nov08; l/n LED 24jun09; titles removed at KJA 18aug09 to Mashlizing; in basic KrasAir c/s, no titles; f/n VKO 19aug09; l/n operational KJA 06jul10; CofA expired 24aug10; t/t 21,046 hours and 6,156 cycles; moved to the apron of the Siberian State Aerospace University (SibGAU) at Krasnoyarsk by 12jan12; cockpit section cut off 13dec13 and sold to Ivan Kleptsov, used as a private simulator at ul. Metallurgov 2V at Krasnoyarsk from 14sep14; rest of the airframe scrapped at KJA after dec13
90A831	SP-LCN RA-85811(1)	Tu-154M Tu-154M	LOT Aeroflot Rus. Al	mfd SVO	22feb90 06may95	rgd 06mar90; last service 15aug94; delivered ex WAW 25aug94; canx 08sep94 seen SVO feb10/01jun10, wfu; scrapped at SVO jun10; see c/n 01A991
90A832	LZ-BTN (2) LZ-BTN (2) LZ-BTN (2) LZ-BTN (2) LZ-BTN (2) LZ-BTN (2) LZ-HMN LZ-HMN	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Balkan Lao Aviation all-white c/s, n/t Balkan United Nations Balkan Balkan Hemus Air	mfd DMK ZRH ORY LGG ZRH SOF PRG	28feb90 20oct91 28jun92 21feb94 30mar95 20jul96 19mar01 09jun01	l/n LHR 30mar90; l/n LHR 12sep90; see c/n 74A054 l/n DMK dec91; returned jan92 and then leased to Palair Macedonian opb Balkan; l/n MAN 25sep93 again in full c/s; l/n FCO oct94 in full all-white UN c/s, carried code 'UN-180'; l/n LYE 28aug95 in all-white c/s; l/n without titles AMS 19sep96; f/n with titles DUS 23may97; l/n BUD 30oct00 in basic Hemus Air c/s with 'Balkan' titles in all-white c/s, initially without titles; l/n without titles STR 27jul01; f/n with titles MLA 31aug01; l/n FRA 30sep01 l/n BRQ 07sep04; reportedly returned to Hemus Air and stored; canx from Bulgarian register may05 ? h/o officially aug05; last flight 31dec09; new CoFR issued 27may10; stored at SVO, l/n jul10; see c/n 92A922
	RA-85765(2) RA-85765(2)	Tu-154M Tu-154M	Balkan Holidays Aeroflot Rus. Al UVAU GA	LGW VKO trf	01jun02 24jun05 sep10	Ulyanovsk Higher Aviation School of Civil Aviation; rgd 15nov10; f/n ULY 19nov10, still in full Aeroflot c/s including titles; f/n with 'UVAU GA' titles VKO 24jul11; wfu in late 2011; sat wfu at ULY, l/n jul14 toc 01apr90; f/n SNN 03apr90, arrived for painting this date, see next line named 'Perestroika', delivered ex SNN this day after repaint; l/n VKO 25jan94, stored; see trf next line f/n VKO 24apr94
90A833	CCCP-85673 TC-GRB RA-85673	Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Greenair Vnukovo Airlines	mfd SNN trf	30mar90 11apr90 18nov93	l/n BRQ 07sep04; reportedly returned to Hemus Air and stored; canx from Bulgarian register may05 ? h/o officially aug05; last flight 31dec09; new CoFR issued 27may10; stored at SVO, l/n jul10; see c/n 92A922

	RA-85673	Tu-154M	Active Air	IST	27may95	
	TC-ACV	Tu-154M	Active Air	IST	29may95	l/n VKO 26may96; named 'Fenerbahce'
	RA-85673	Tu-154M	Vnukovo Al, n/t	VKO	16apr97	l/n VKO 24aug97; already returned may96
	RA-85673	Tu-154M	Vnukovo Airlines	VKO	22jul00	l/n VKO 19aug01 no engines, wfu ?; was rgd 14jun00 to East Line, probably as payment for debts
90A834	RA-85673	Tu-154M	Sibir	rgd	08feb02	f/n DME 16aug02; l/n DXB 15nov07; seen OVB 27oct11, stored
	CCCP-85674	Tu-154M	AFL/Vnukovo	mfd	06apr90	toc 06apr90; f/n SNN 09apr90; arrived for painting this date, see next line
	TC-GRC	Tu-154M	Greenair	SNN	18apr90	named 'Fenerbahce', delivered ex SNN this day after repaint
	RA-85674	Tu-154M	no titles	KJA	12jun94	
	RA-85674	Tu-154M	Greenair	DUS	27jul94	in full c/s, leased from Vnukovo Airlines
	RA-85674	Tu-154M	Vnukovo Airlines	VKO	15may95	trf 29aug95
	TC-ACI	Tu-154M	Active Air	IST	21jun95	named 'Senler'; in basic Vnukovo Airlines c/s; overran the runway at MST 12jul95 after landing late, coming to rest by the airport fence, no injuries or damage
	TC-ACI	Tu-154M	Kibris Turkish Al	FRA	18nov95	named 'Senler'; in basic Vnukovo Airlines c/s with KTHY logo on tail
	TC-ACI	Tu-154M	Active Air	FRA	19apr96	l/n VKO 26may96; named 'Senler', in basic Vnukovo Airlines c/s; returned may96
	RA-85674	Tu-154M	Vnukovo Al, n/t	SVO	04aug96	l/n VKO 16apr97
90A835	RA-85674	Tu-154M	Sibir	rgd	12jul01	f/n VKO 16aug01; seen UTP 05jan08; add 'S7' logo and titles, l/n DME 20aug08; broken up OVB 2012
	CCCP-85675	Tu-154M	Soviet Gvt/AFL c/s	mfd	10jul91	toc 22jul91; rgd 12aug91; SatCom-equipped; photo exists in natural metal c/s with Soviet flag at Samara in 1991 and later at SNN for painting; opb 235 OAO
	85675	Tu-154M	Rossiya	trf	22jul94	SatCom-equipped; already f/n SNN 30jan92; with 'Sovjetski Soyuz' titles; l/n VKO 11sep92
	RA-85675	Tu-154M	Rossiya	ZRH	29jan93	l/n VKO 25aug97, still SatCom-equipped
90A836	RA-85675	Tu-154M	Alrosa	rgd	29jun00	already f/n VKO 22jun00; named 'Vladimir Kuzakov'; l/n DME 08feb13; seen MJZ 18jul16/06nov16, stored
	CCCP-85676	Tu-154M	AFL/Krasnoyarsk	mfd	28apr90	toc 28apr90; rgd 11jun90; f/n DME 12apr91; l/n DME 10sep92
	RA-85676	Tu-154M	Aeroflot	KJA	13jul93	
	RA-85676	Tu-154M	Khakasia Airlines	trf	25nov93	leased to Aeroflot Russian Airlines 1994/1995
	RA-85676	Tu-154M	Trans-European	SVO	03sep96	l/n ATH 05nov96
	EP-MAM	Tu-154M	Iran Air Tour	THR	10mar97	
	RA-85676	Tu-154M	Aeroflot c/s, n/t	FRA	01aug98	operated for Sibaviatrans
	RA-85676	Tu-154M	Sibaviatrans	FRA	24apr99	l/n HAJ 06aug00
	RA-85676	Tu-154M	KrasAir	DME	19aug01	in basic Sibaviatrans c/s; still in fleet list dec02, but not by jan03
	RA-85676	Tu-154M	Vladivostok Air	h/o	06jun03	leased from Khakasia; named 'Sayanogorsk'; f/n KIX 03oct03; l/n VVO mar10/jun13 stored; offered for sale 17apr12; became an instructional airframe at VVO (N43.399405 E132.144381), f/n feb16
90A837	837	Tu-154M	Polish Air Force	mfd	29jun90	opb 36. SPLT at WAW; in basic LOT c/s with 'Republic of Poland' titles; f/n WAW 12jul90; seen WAW 01mar95 with additional code '01'
	101	Tu-154M	Polish Air Force	WAW	dec96	opb 36. SPLT at WAW; in white c/s with red trim and 'Republic of Poland'/'Rzeczpospolita Polska' titles; last overhaul completed dec09 (by Aviakor); l/n PRG 08apr10; w/o 10apr10 on a flight from Warsaw to Smolensk with a Polish government delegation on board which was to visit Katyn when approached Smolensk-Severnoy in thick fog (the pilot did not follow the advice by ATC to divert to Minsk or Moscow and insisted on landing at Smolensk despite the below-minima conditions), the aircraft descended too low, touched a lone tree 1,100 metres in front of the runway threshold and 15 metres below the runway's elevation and a group of trees 170 metres further on, clipped the tree tops and plunged into a forest some 350-500 metres short of the runway, all 8 crew and 88 passengers (among them Polish president Lech Kaczynski and other high-ranking officials) killed; t/5, 143 hours and 3,899 cycles
						Mfd given as 30jun90 in Russian register; rgd 10jul90; named 'Luhakovice'
90A838	OK-VCG	Tu-154M	CSA	d/d	may90	last service 21sep99 SVO-PRG; sold to Unimpex 30sep99, for Iran; l/n PRG 01oct99, left for Vnukovo this date; canx 02oct99
	OK-VCG	Tu-154M	Czech Airlines	PRG	jun95	
	RA-85089(2)	Tu-154M	MVM trading	rgd	28jan00	canx same date as leased to Iran; see c/n 74A089
	EP-LBR	Tu-154M	Kish Air	rgd	30jan00	f/n DXB 12feb00; damaged 25jun06 on landing at Dubai when touched down on a runway extension under construction, sustained some damage to landing gear and wing; l/n KIH feb12/feb16, stored; moved to the coast 14mar16 (N26.530019 E53.909724); l/n nov16
90A839	CCCP-85677	Tu-154M	AFL/Magadan	mfd	29may90	rgd 11jun90; on charge as of 01jul90
	RA-85677	Tu-154M	Aeroflot	VKO	23may94	
	RA-85677	Tu-154M	Mavial/Magadan Al	trf	28oct94	l/n GDX 13may95, still in Aeroflot c/s and titles
	RA-85677	Tu-154M	KrasAir	DME	22jul00	l/n DME 29jul00
	RA-85677	Tu-154M	Magadan Airlines	ANC	21sep00	carried large 'Magadan 60 let' (60 years) titles in early 2006; airline ceased operations 29jun06; l/n GDX 28nov06, stored; sold to Peresvet-Avia 06mar07; offered for sale by Aviaflot-Lizing 09oct07; seen MRV 13feb09 in ARZ; reportedly to be sold to Iran; seen MRV 01aug10, still in full Magadan 60 let c/s; l/n MRV mar12/jun16, stored
90A840	LZ-MIG	Tu-154M	Varna Intl Air	mfd	22jun90	f/n SOF 07jul90
	LZ-MIG	Tu-154M	Macedonia Airlines	ZRH	11jul92	in basic VIA c/s
	LZ-MIG	Tu-154M	Varna Intl Air	DUS	jul93	l/n BSL 15oct05
	RA-85013(2)	Tu-154M	UTair	TJM	06dec06	received winglets during rework; lsf Avializing; CofA issued 02nov06; see c/n 71A013; l/n VKO 19jul13; scrapped TJM by 06jun14
90A841	CCCP-85678	Tu-154M	AFL/Krasnoyarsk	mfd	01jun90	rgd 14jun90; on charge as of 01jul90; f/n DME nov90; l/n KJA 01jul92
	RA-85678	Tu-154M	Aeroflot	DME	07jul93	
	RA-85678	Tu-154M	KrasAir	trf	05apr94	
	EP-LAO	Tu-154M	Kish Air	ARN	27jan95	leased from KrasAir; l/n DXB 03dec95
	EP-LAS	Tu-154M	Kish Air	DXB	jan96	leased from KrasAir; still with '85678' under wing; l/n DXB 04oct96
	EP-MBC	Tu-154M	Iran Air Tour	THR	27sep99	last overhaul completed 31jan99; l/n SVO 25jul00
	RA-85678	Tu-154M	KrasAir	rgd	22dec00	f/n SVO 13apr01; l/n as such DME 23nov06; in full AiRUnion c/s by jul07; l/n DME operational 06sep08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 25,979.5 hours, without engines; broken up KJA Oct10
90A842	CCCP-85679	Tu-154M	AFL/Krasnoyarsk	mfd	01jun90	toc 30jun90; rgd 05sep90; f/n DME 12apr92
	RA-85679	Tu-154M	Aeroflot	DME	20mar93	
	RA-85679	Tu-154M	KrasAir	trf	05apr94	
	EP-LAP	Tu-154M	Kish Air	ARN	apr95	l/n DXB 18dec95; leased from KrasAir
	EP-LAT	Tu-154M	Kish Air	DXB	03mar96	leased from KrasAir
	RA-85679	Tu-154M	KrasAir	IST	16jun98	l/n AAQ 17sep08; operator's certificate revoked 01nov08; seen KJA oct09/may10, wfu; was to be scrapped in mid-2010
90A843	CCCP-85680	Tu-154M	AFL/Magadan	mfd	09jul90	rgd 06aug90; on charge as of 01jan91
	RA-85680	Tu-154M	Aeroflot	OVB	12jul93	l/n SVX 23aug95
	RA-85680	Tu-154M	Magadan Airlines	BRQ	20sep97	l/n BRQ 01oct97
	RA-85680	Tu-154M	Airlines 400	VKO	13jul00	in VARZ-400
	LZ-LTR	Tu-154M	Balkan	AMS	16aug00	l/n FRA 15sep00
	RA-85680	Tu-154M	Airlines 400	BUD	12mar01	l/n VKO 02jun01; l/n VKO 21aug01 in VARZ-400, all-white c/s, no markings or registration
	LZ-LCE	Tu-154M	Bulgarian Air Ch.	HAM	05oct01	with additional 'Airlines 400' titles
	RA-85680	Tu-154M	Airlines 400	SZG	05jan02	l/n VARZ-400; l/n VKO 03jul05 in VARZ-400; Bulgarian Air Charter c/s, still with 'Air Charter' titles still and 'National Football Team of Russia' titles & logo on nose
	LZ-LCU	Tu-154M	Airlines 400	VKO	03jul05	l/n VARZ-400; in Bulgarian Air Charter c/s with additional 'Air Charter' titles and Russian national football team logo; damaged 18sep05 on landing at IST when emergency braking system had to be used after hydraulic failure and all wheels were jammed solid; seen in VARZ-400 22jul07/nov10 with outer wings missing; completely scrapped by 10may11
90A844	LZ-MIK	Tu-154M	Varna Intl Air	mfd	20jul90	f/n SOF 13aug90
	LZ-MIK	Tu-154M	Oriental Airlines	lsd	dec90	f/n SOF 27apr91
	LZ-MIK	Tu-154M	Varna Intl Air	ret	jun91	f/n LGW 29sep91; l/n HAM 07oct05
	RA-85016(2)	Tu-154M	UTair	trf	28dec06	received winglets during rework; lsf Avializing; f/n AYT 31aug07; see c/n 71A016; l/n VKO 19jul13; stored at UFA oct13; broken up jun14
90A845	LZ-MIL	Tu-154M	Varna Intl Air	mfd	21aug90	f/n SVO 04aug90
	LZ-MIL	Tu-154M	Oriental Airlines	lsd	18dec90	f/n Lagos 18dec90
	LZ-MIL	Tu-154M	Varna Intl Air	ret	<aug91	f/n BRU 09oct91
	LZ-MIL	Tu-154M	Blue Line	lsd	mar92	in basic VIA c/s with own titles and logo; f/n DUS 03apr92
	LZ-MIL	Tu-154M	Varna Intl Air	ret	may92	
	LZ-MIL	Tu-154M	Macedonia Airlines	DUS	18oct92	
	LZ-MIL	Tu-154M	Varna Intl Air	ZRH	25apr93	
	RA-85056(2)	Tu-154M	UTair	VKO	05mar07	l/n operational for VIA at DUS 30oct05; wfu at VAR; seen at VARZ-400 may06/aug06, reg removed by jul06; offered for sale or leasing by Avializing as starting apr07, t/t about 16,000 hours and 8,000 cycles in VARZ-400; received (very small) winglets during rework; leased from Avializing; d/d apr07; named 'Nikolai Baibakov' 25mar11 after a former leader of the Soviet oil industry; see c/n 74A056; l/n SGC 02may14, stored; broken up at SGC oct14
90A846	CCCP-85846(1)	Tu-154M	not known	no	reports	used as a test registration only; see c/n 89A807
	B-2622	Tu-154M	China Southwest	rgd	apr90	f/n PEK apr91; crashed near Wenzhou 24feb99 (location and test registration as per accident report) when elevator control linkage became disconnected; t/t 14,135 hours and 7,748 cycles
90A847	B-4014	Tu-154M	China United Al	rgd	1990	carried 'CAAC' titles; f/n NAY jun93; seen in VARZ-400 at VKO 09sep02 and left VKO after overhaul 17mar03; l/n KMG 18jan08
90A848	B-4014	Tu-154M	Chinese Air Force	NAY	22sep16	no titles with Chinese flag
	CCCP-85681	Tu-154M	AFL/Krasnoyarsk	mfd	10oct90	toc 11oct90; rgd 10nov90; f/n KJA 01jul92; l/n DME 16aug92
	RA-85681	Tu-154M	Aeroflot	KJA	13jul93	
	RA-85681	Tu-154M	Khakasia	trf	25nov93	
	RA-85681	Tu-154M	Moscow Airways	SVO	17jun94	leased from Khakasia; in basic Aeroflot c/s with Moscow Airways titles; l/n SVO 06jul95
	EP-LAU	Tu-154M	Kish Air	DXB	aug96	leased from Khakasia; l/n DXB apr97
	RA-85681	Tu-154M	Sibaviatrans	FRA	11jul98	l/n HAJ 03apr99
	LZ-LTE	Tu-154M	Balkan	AMS	26may99	l/n AMS 27sep99; not in fleet list 31dec99
	RA-85681	Tu-154M	Khakasia	VKO	mar00	
	RA-85681	Tu-154M	KrasAir	SVO	07aug00	l/n DME 03sep00
	RA-85681	Tu-154M	Khakasia	UTP	05jan01	l/n UTP 28apr01
	RA-85681	Tu-154M	KrasAir	KJA	03jun01	l/n DME 02apr02; still in fleet list dec02, but not by jan03
	RA-85681	Tu-154M	Khakasia	rgd	04oct02	

	RA-85681	Tu-154M	Vladivostok Avia	h/o	05mar03	leased from Khakasiya; named 'Abakan'; with 'Vladivostok Air' titles both sides; f/n UTP 28dec03; l/n BCN 19sep07
90A849	RA-85681	Tu-154M	UTair	VKO	29nov07	in VARZ-400; offered for sale by Avializing 12nov08 with t/t 25,471 hours; l/n LED 27aug13
	CCCP-85682	Tu-154M	AFL/Krasnoyarsk	mfd	06sep90	toc 07sep90; rgd 20oct90; f/n DME 22feb92
	RA-85682	Tu-154M	Aeroflot	KJA	13jul93	
	RA-85682	Tu-154M	KrasAir	CGN	17may96	
90A850	RA-85682	Tu-154M	Zapolyarye	NSK	09jul09	l/n KJA 09jul05, as such; f/n in full AirUnion c/s with small additional 'Krasnoyarskiye avialinii' titles ROV 29jul06; operator's certificate revoked 01nov08; opf Zapolyarye from jan09; l/n VKO 12jun09
	CCCP-85683	Tu-154M	AFL/Krasnoyarsk	mfd	15oct90	in basic AirUnion c/s with 'Zapolyarye' titles (on right-hand side only); l/n NOZ 24jun10
	RA-85683	Tu-154M	Aeroflot	DME	20mar93	toc 16oct90; rgd 10nov90; l/n KJA 01jul92
	EP-LAQ	Tu-154M	Kish Air	THR	31aug95	
	RA-85683	Tu-154M	KrasAir	CKL	05aug00	leased from KrasAir; l/n DXB mar97
90A851	CCCP-85684	Tu-154M	AFL/East Sib.-IKT	mfd	12oct90	last overhaul completed 16jul99; l/n operational GOJ 06jul08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 25,712 hours, one engine missing; l/n KJA oct09, stored; broken up
	RA-85684	Tu-154M	Aeroflot	DME	23may93	rgd 30oct90; on charge as of 01jul91 with Baikavia; f/n IKT 03mar92; in full Aeroflot c/s; l/n DME 16aug92
	RA-85684	Tu-154M	Chita Avia	trf	29jul93	f/n PEK nov95; l/n HTA 18apr98
	RA-85684	Tu-154M	Alrosa	trf	2000	f/n VKO 22may00
90A852	RA-85684	Tu-154M	Alrosa	rgd	21mar07	damaged 07sep10 on a flight from Polyarny to DME when suffered a complete electrical failure resulting in loss of navigation devices and fuel pumps, the aircraft force-landed on the abandoned 1,340 metre long runway at Izhma (Komi Republic) and overran it by 200 metres into a small wood, all 9 crew and 72 passengers escaped unhurt; t/t 38,911 hours and 10,837 cycles by 07sep10; towed onto the runway 21sep10; repaired in early 2011 and ferried via Ukhta to Aviakor at Samara 24mar11; returned to Mirny after repair 16jun11; seen in new colours DME 24sep15; l/n DME 17jan17
	LZ-MIR	Tu-154M	Varna Intl Air	mfd	28sep90	f/n SOF 14dec90
	LZ-MIR	Tu-154M	Blue Line	lsd	apr92	f/n SXF 05apr92
	LZ-MIR	Tu-154M	Varna Intl Air	ret	may92	
	LZ-MIR	Tu-154M	Macedonia Airlines	ZRH	23may92	
	LZ-MIR	Tu-154M	Varna Intl Air	BOJ	15aug93	
	LZ-MIR	Tu-154M	Raji Airlines	SOF	14apr94	
	LZ-MIR	Tu-154M	Varna Intl Air	SXF	23sep94	
	RA-85018(2)	Tu-154M	UTair	VKO	jan07	l/n operational for VIA at DUS 16oct05; sold to Airlines 400; seen at VARZ-400 may/aug06, bare metal by aug06
	90A853	CCCP-85685	Tu-154M	AFL/Magadan	mfd	23oct90
CCCP-85685		Tu-154M	Transaero	TXL	13jan92	rgd 11nov90; on charge as of 01jan91
CCCP-85685		Tu-154M	Aeroflot	SVO	01jun92	in basic Aeroflot c/s with red 'Transaero' titles
RA-85685		Tu-154M	Vladivostok Air	rgd	30may00	seen GDJ jul94/aug96, engines and parts missing; sold 2000 named 'Nakhodka'; f/n SVO 18jun00; l/n VKO 22jul07; underwent rework at VARZ-400 in late 2007/early 2008
90A854	RA-85685	Tu-154M	UTair	VKO	08jun08	last flight with passengers 23dec11; ferried to Tomsk 28dec11 for preservation, titles painted out
	CCCP-85685	Tu-154M	Aeroflot	TOF	27jul12	preserved in full Aeroflot colours with Soviet flag; l/n oct16
	CCCP-85686	Tu-154M	Rossiya	mfd	29jan92	SatCom-equipped; toc 30jan92; f/n SNN 04feb92, bare metal for painting; rolled out 09feb02; rgd 10feb92
	85686	Tu-154M	Rossiya	trf	22jul94	SatCom-equipped; already f/n SNN 09feb92; l/n VKO 16aug92
	RA-85686	Tu-154M	Rossiya	VKO	15may93	SatCom-equipped; l/n CKL 22aug14
90A855	RA-85686	Tu-154M	Russian Air Force	ABA	04jan15	SatCom-equipped; in basic Rossiya c/s, no titles; l/n ABA 08jan17
	B-2623	Tu-154M	China Northwest	mfd	31oct90	rgd 1990; f/n CAN 10oct90; l/n XIY may99/may01, stored; possibly the aircraft seen Zhukovski 19aug01, without registration, see also c/n 89A814
90A856	RA-85085(2)	Tu-154M	Middleton Group	rgd	21mar02	see c/n 74A055; canx same date as leased to Iran
	EP-MBU	Tu-154M	Iran Air Tour	lsd	23mar02	rgd 22mar02; f/n SHJ 04dec02; new c/s since early 2006; l/n KIH 23feb07
	EP-EAO	Tu-154M	Aria Air	THR	15aug07	in full c/s
	EP-MCK	Tu-154M	Iran Air Tour	THR	24aug07	c/n confirmed; l/n THR 14oct07
	EP-EKE	Tu-154M	Eram Air	THR	22jun08	in basic Iran Air Tour c/s with 'Eram Air' titles; see THR jan12/may16, stored
90A856	B-4015	Tu-154M	China United AI	rgd	1990	in basic NAY jun93; seen NAY 08oct99 with Chinese flag on tail and CAAC titles on fuselage; l/n NAY 05jun01, without titles; converted to; see next line
	B-4015	Tu-154M/D	Chinese Air Force	ph.	jan07	no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 22sep16
90A857	CCCP-85687	Tu-154M	AFL/West Siberia	mfd	26nov90	toc 01dec90; rgd 20dec90; f/n IKT 06jul92
	RA-85687	Tu-154M	Aeroflot	OVB	21apr93	l/n FRA 14may95
	RA-85687	Tu-154M	Sibir	trf	29dec94	
	EP-MAC	Tu-154M	Iran Air Tour	FRA	08feb98	was leased from Sibir
	RA-85687	Tu-154M	Sibir	lsd	20sep98	
	EP-MAZ	Tu-154M	Iran Air Tour	rgd	25apr01	in basic ex Sibir c/s; l/n SVO 02may00; leased from Sibir until 19sep01
	RA-85687	Tu-154M	Sibir	rgd	25apr01	f/n IKT 06jun01; l/n FRU 15sep04
	RA-85687	Tu-154M	S7 Airlines	VKO	23mar04	r/o in new c/s, striking bright green with medium-green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles, seen DME 15aug09, stored; l/n seen at ARZ-411 at MRV 07sep10/28mar12; broken up at MRV in 2013
90A858	OK-BYP	Tu-154M	CS-Gvt (LSFMV)	mfd	05sep90	d/d 25jan91; rgd 01feb91; l/n KBP 15apr92
	OK-BYP	Tu-154M	Ensor Air	lsd	09sep92	canx 29apr93
	OK-VCP	Tu-154M	Ensor Air	r/r	27apr93	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex
	OK-VCP	Tu-154M	Czech Government	PRG	apr94	with small titles and still with Ensor Air tail logo
	OK-VCP	Tu-154M	Travel Service AI	PRG	12sep97	l/n PRG 27oct99, departed this date; canx 28oct99
	RA-85841	Tu-154M	Omskavia	trf	28oct99	canx 28feb00 as leased to Iran; soc 28sep00; see next line
	EP-MBG	Tu-154M	Iran Air Tour	THR	01dec99	l/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03
	RA-85841	Tu-154M	Omskavia	rgd	02apr03	f/n DME 28jun03; l/n DME 24aug03; still in fleet list nov04
	RA-85841	Tu-154M	Domodedovo Airl.	DME	05feb05	l/n DME 31aug08; operator's certificate revoked 01nov08
	RA-85841	Tu-154M	Atlant-Soyuz	VKO	06dec08	in all-white c/s with titles and logo; l/n in ARZ-411 at MRV 25oct09; broken up at MRV before may11
	CCCP-85688	Tu-154M	AFL/West Siberia	mfd	12dec90	toc 14dec90; rgd 20dec90; l/n OVB 01jul92; l/n LED 06sep92
	90A859	RA-85688	Tu-154M	Aeroflot	OVB	21apr93
RA-85688		Tu-154M	Sibir	trf	29dec94	
EP-ITS		Tu-154M	Iran Air Tour	SVO	16may95	in basic Aeroflot c/s, all-white tail; l/n SVO 12mar96; reported crashed on take-off 26mar96, c/n OK ?
RA-85688		Tu-154M	Aeroflot	FRA	10nov97	
RA-85688		Tu-154M	Sibir	SHJ	04jul98	l/n IST 22mar99
OM-VEA (2)		Tu-154M	Air Transp Europe	OVB	15may99	d/d this date; l/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866
RA-85688		Tu-154M	Sibir	rgd	15oct99	f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; l/n DME 11oct04
RA-85688		Tu-154M	S7 Airlines	OVB	29may05	in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013
CCCP-85689		Tu-154M	AFL/East Siberia	mfd	28dec90	toc 28dec90; rgd 20jan91; f/n IKT 31aug91
EP-ITF		Tu-154M	Iran Air Tour	lsd	93/94 ?	
RA-85689		Tu-154M	Bratsk Air	trf	20jan94	f/n VKO 16jul94, in Aeroflot c/s and titles
RA-85689		Tu-154M	Bratsk Air	VKO	30jun96	l/n VKO 29jul98, stripped; confirmation on titles welcome
EP-MBA	Tu-154M	Iran Air Tour	DXB	28nov98	l/n VKO 17jun99; leased from Bratsk Avia	
RA-85689	Tu-154M	Sibir	rgd	15oct99	f/n VKO 06feb00, c/s and titles not reported, arrived for overhaul	
LZ-LTP	Tu-154M	Balkan	SOF	22jun00	delivered this date; l/n BUD 28sep00	
RA-85689	Tu-154M	Aeroflot c/s, n/t	SZG	30dec00	l/n DME 13aug01; operated for East Line	
RA-85689	Tu-154M	Airport Bratsk	trf	end2001	ex Bratsk Air (bankrupt 26oct01)	
RA-85689	Tu-154M	East Line	STR	04jan02	l/n DME 07apr03; leased from Airport Bratsk	
RA-85689	Tu-154M	AeroBratsk	rgd	05jun03	f/n DME 28jun03; l/n DXB 30dec03	
RA-85689	Tu-154M	Vladivostok Avia	rgd	11may04	f/n VVO 14may04; Cyrillic titles; repainted in new c/s by early 2005; l/n WVO 11apr08	
EP-MCT	Tu-154M	Iran Air Tour	THR	22jun08	in partial Vladivostok Avia c/s; seen THR feb11/may16, stored	
90A861	CCCP-85690	Tu-154M	AFL/East Siberia	mfd	29dec90	on charge as of 01jan91; rgd 20jan91; f/n DME 20jun91
	RA-85690	Tu-154M	Baikal Airlines	trf	30jun92	f/n DME 20mar93, in Aeroflot c/s and titles
	RA-85690	Tu-154M	Baikal Airlines	SVO	10mar96	l/n SHJ 11oct00
	RA-85690	Tu-154M	Daallo Airlines	SHJ	28oct00	l/n DXB 01nov00
	RA-85690	Tu-154M	Sibir	VKO	25feb01	leased from Baikal Airlines since 31oct00; additional 'S7' logo and titles since jul06; partially repainted sep07; l/n OVB aug08/may09, stored
	RA-85690	Tu-154M	Zapolyarye	ABA	aug09	no titles, in basic Sibir c/s; l/n KJA 05mar12, in same colours with titles; broken up KJA apr12
90A862	SP-LCO	Tu-154M	LOT	mfd	25dec90	rgd 15jan91; l/n TFS 09mar93; canx 19jul94 but rgd again 17aug94; eventually canx 20sep94
	862	Tu-154M	Polish Air Force	trf	28sep94	opb 36. SPLIT at WAW; seen WAW 01mar95 with code '02'
	102	Tu-154M	Polish Air Force	VKO	01sep97	opb 36. SPLIT at WAW; in white c/s with red trim and 'Republic of Poland'/'Rzeczpospolita Polska' titles; l/n WAW 16jul11; last flight for the Polish Air Force 05aug11; ferried 26oct11 Warsaw to Minsk-Mazowiecki for storage; l/n Minsk-Mazowiecki 29may13
90A863	LZ-MIS	Tu-154M	Varna Intl Air	mfd	29dec90	f/m DUS 19jul91; l/n DUS 04aug91
	LZ-MIS	Tu-154M	Macedonia AS	ZRH	20jul92	
RA-85069(2)	Tu-154M	Varna Intl Air	ret	1994 ?		
RA-85069(2)	Tu-154M	primer	VKO	15may05	leased to Avioimpex late95/early96; l/n operational for VIA at DUS 24oct05; wfu at VAR; seen at VARZ-400 may06/aug06, registration removed by aug06; offered for sale or leasing by Avializing starting may07	
RA-85069(2)	Tu-154M	UTair	VKO	23jun07	received; see c/n 74A069	
90A864	CCCP-85691	Tu-154M	AFL/Tajikistan	mfd	08feb91	flying (very small) winglets during rework; leased from Avializing; f/n VKO 22jul07; l/n VKO 13feb13; last flight 27mar14 to the Samara-Smyshlyayevka for the Samara State Aerospace University; l/n 04oct14 toc 08feb91; rgd 18feb91; l/n DME 22may91
	CCCP-85691	Tu-154M	Tajik Air	SHJ	feb93	
	CCCP-85691	Tu-154M	Daallo Airlines	SHJ	may93	l/n SHJ 13jan94; leased from Tajik Air
	EY-85691	Tu-154M	Daallo Airlines	SHJ	08may94	l/n DXB 19sep99; leased from Tajik Air
	EY-85691	Tu-154M	Tajik Air	PRG	10apr00	still in fleet list 30sep00
	RA-85691	Tu-154M	Zapolyarye	ABA	aug09	
	SP-LCO	Tu-154M	LOT	mfd	25dec90	
	862	Tu-154M	Polish Air Force	trf	28sep94	
	102	Tu-154M	Polish Air Force	VKO	01sep97	
	LZ-MIS	Tu-154M	Varna Intl Air	mfd	29dec90	
LZ-MIS	Tu-154M	Macedonia AS	ZRH	20jul92		
LZ-MIS	Tu-154M	Varna Intl Air	ret	1994 ?		
RA-85069(2)	Tu-154M	primer	VKO	15may05		
RA-85069(2)	Tu-154M	UTair	VKO	23jun07		
CCCP-85691	Tu-154M	AFL/Tajikistan	mfd	08feb91		
CCCP-85691	Tu-154M	Tajik Air	SHJ	feb93		
CCCP-85691	Tu-154M	Daallo Airlines	SHJ	may93		
EY-85691	Tu-154M	Daallo Airlines	SHJ	08may94		
EY-85691	Tu-154M	Tajik Air	PRG	10apr00		

	EP-EAB EY-85691 EP-EAG	Tu-154M Tu-154M Tu-154M	Aria Air Tour Tajik Air Aria Air	DXB SHJ rgd	01dec00 18apr01 28dec02	leased from Tajik Air seen MUC 12jun01; in Aeroflot fleet list nov01; l/n DME 19aug02 c/n confirmed; f/n SHJ 20feb03; in ex Tajik c/s with blue tail and titles and 'Aria' on the tail; seen LAD jun03; l/n SHJ 08feb04
	EY-85691 EY-85691	Tu-154M Tu-154M	Tajik Air Taban Air	DME DXB	30jun04 19mar09	in fleet list 01nov04 as lsd to Aeroflot; l/n LED 15oct08 with titles; l/n DXB 25sep09, active; seen DYU 30jan15, stored on the grass, titles and tail logo overpainted
90A865	CCCP-85692 EY-85692 EP-TUE EY-85692 EY-85692 EY-85692 EY-85692	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Tajikistan Tajik Air Iran Aseman Al Tajik Air Daallo Airlines Tajikistan Al Tajik Air	mfd no no SHJ SHJ IST DME	jan91 27nov93 reports 20oct99 01dec99 14oct02 24jun07	l/n KBP 21sep94, with Tajikistan titles registration read off nose wheel door Sharjah oct99 in full Aeroflot c/s when entered paint shop; still in fleet list 30sep00, see below l/n SHJ 03may02; leased from Tajik Air l/n IST 13jan07
91A866	EY-85692 CCCP-85693 EP-ITG	Tu-154M Tu-154M Tu-154M	Tajik Air AFL/West Sib.-OVb Iran Air Tour	DME mfd ATH	24jun07 07mar91 27mar93	new titles; l/n DYU 28mar12; seen DYU 30jan15, stored on the grass toc 04apr91; rgd 18apr91; f/n OVB 20jun92; in full Aeroflot c/s; l/n OVB 01jul92 and GOT 24oct93; leased from Sibir, in basic ex Aeroflot c/s with white tail and Iran Air Tours titles; l/n OVB 26jul94
	RA-85693 OM-VEA (1) RA-85693 EP-MAS RA-85693	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibir Air Transp Europe Sibir Iran Air Tour Sibir	trf BTS BTS lsd rgd	29dec94 22jun97 06oct97 sum '98 07sep99	f/n SHJ 08nov95 leased from Sibir for five months; see c/n 90A859 returned to Novosibirsk that day returned to Sibir sep99 f/n HAJ 08jun00; w/o 04oct01 on a flight from Tel Aviv to Novosibirsk when was hit and destroyed by a stray S-200 SAM (which had been fired by the Ukrainian Air Defence Forces during an exercise on the Crimea) and crashed into the Black Sea 184 km from Sochi airport, all 12 crew and 66 passengers killed; t/t 16,705 hours and 7,281 cycles; soc and canx 10dec01
91A867	CCCP-85694 CCCP-85694 RA-85694 EP-ITU EP-MAE RA-85694 EP-MAY RA-85694	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Krasnoyarskavia Transair Mali KrasAir Iran Air Tour Iran Air Tour KrasAir Iran Air Tour KrasAir	mfd ABJ trf ARN SVO SHJ no FRA	05apr91 29may91 05apr94 jun95 03sep96 14feb98 reports 27jun01	rgd 15may91; on charge as of 01jul91; in full Aeroflot c/s in basic ex Aeroflot c/s with titles and small tail logo; l/n ORY 16jul91 f/n KJA 12jun94, in Aeroflot c/s, no titles; l/n KJA 08jul94 leased from KrasAir reported in JP last overhaul completed 22aug00; l/n PEK operational 03sep07; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 25,743 hours, without engines; l/n KJA oct09, stored; broken up KJA 2010
91A868	CCCP-85695 CCCP-85695 RA-85695 RA-85695 RA-85695	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Baikal Airlines Baikal Airlines Pulkovo Avia Rossiya Russian Al	mfd trf DME rgd CPH	12apr91 30jun92 01sep93 11jun99 30mar07	rgd 22apr91; on charge as of 01jul91; f/n DME 26sep91, in full Aeroflot c/s l/n IKT 07jul92, Aeroflot c/s and titles in Aeroflot c/s and titles; l/n DME 14may95 f/n PRG 01dec99; seen DUS 17dec06 with add 'Rossiya' titles; l/n PRG 02jan07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n active FRA 16dec07; seen LED 25apr09, wfu; l/n 01jun10; broken up dec10
91A869	CCCP-85696 RA-85696 RA-85696	Tu-154M Tu-154M Tu-154M	Magadanavia Aeroflot Mavial/Magadan Al	mfd VKO trf	11apr91 21may94 18oct94	rgd 26apr91; on charge as of 01jul91; f/n AMS 04dec92, in full Aeroflot c/s; still CCCP- 28jun93 seen GDx 12may95; l/n FRA jun96, still in full Aeroflot c/s with additional 'Istanbul 2000' Olympics badge on nose
	RA-85696 RA-85696 RA-85696 RA-85696 RA-85696 RA-85696 RA-85696	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Mavial/Magadan Al Aviacon Zitotrans Aeroflot c/s, n/t Magadan Airlines IRS Aero Continental Aw	BRQ IST LCA SVO SNN rgd	22jun97 22jun98 12dec99 13mar00 20jul00 09jul02	leased to Mostarez Air for six months; l/n BCN 09jun98 l/n ATH 30aug98; leased from Mavial/Magadan Avia l/n LCA 14dec99 l/n SVO 29jun02 lsf Mavial; white with titles and logo; f/n SVO 26jul02; last seen operational SVO 06nov05; l/n MRV 25jun06 outside rework, disassembled and broken up later toc 24apr91; rgd 15may91; f/n OVB 30jun92, in Aeroflot c/s
91A870	CCCP-85697 RA-85697 RA-85697 RA-85697 EP-MAB RA-85697 EP-MAQ RA-85697	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Sib.-OVb Globe Trotters Aeroflot Sibir Iran Air Tour Sibir Iran Air Tour Sibir	mfd DXB DXB trf	23apr91 dec92 22feb93 29dec94	reported as such at some stage, dates unknown probably returned and again to Iran as, see below leased from Sibir and returned but date unknown f/n FRA 29dec98; carried additional 'S7' logo and titles from jun06; stored at DME, seen jan09/apr10; seen in ARZ-411 at MRV 07sep10; broken up at MRV in 2013 rgd 05jun91; was already f/n SVO 10apr91, overshoot only this date
91A871	CCCP-85698 CCCP-85698 85698 4K-85698 4K-85698 LZ-LTO 4K-85698 LZ-LCO EP-MBS	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Azerbaijan Aeroflot Aeroflot Aeroflot Aeroflot c/s, n/t Balkan Azerbaijan Al Bulgarian Air Ch. Iran Air Tour	mfd DME DME LED BAK SOF DUS lsd	21may91 20jul91 15aug92 16jun93 13apr94 13jun00 23dec00 21jan02	with additional 'Azerbaijan Airlines' titles and flag with additional 'Azerbaijan Airlines' titles and flag with additional 'Azerbaijan Airlines' titles and flag l/n DME 23aug97; reported for Azerbaijan Airlines delivered this date; l/n LHR 27aug00 in fleet list 12dec00 l/n SXF 10sep01 crashed into mountains in Iran 12feb02; t/t 12,701 hours minutes and 5,516 cycles (accident report states ex RA-85698, not 4K- l) with CAAC titles; f/n VKO may91; l/n NAY mar06 no titles with Chinese flag; l/n NAY 29jan15, active no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 22sep16
91A872	B-4016 B-4016 B-4016	Tu-154M Tu-154M Tu-154M/D	China United Al Chinese Air Force Chinese Air Force	rgd KMG NAY	1991 29oct08 22sep15	f/n CAN 20aug92, in full CAAC c/s with blue cheatline; later repainted to CIA c/s; reported stored oct04; seen NAY 24mar05; seen in VARZ-400 jun05/aug05 at start of extensive work; l/n VKO 21aug05 in ARZ, bare metal and stripped
91A873	B-4017 B-4017 B-4017	Tu-154M Tu-154M Tu-154M/D	China United Al Chinese Air Force Chinese Air Force	rgd NAY NAY	1991 15oct07 29jan15	no titles with Chinese flag; l/n NAY 30sep09 no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n nov15 toc 09jul91; rgd 15aug91
91A874	CCCP-85699 CCCP-85699 EP-ITC EP-ITC RA-85699 RA-85699	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibavia Transaero Iran Air Tour Aeroflot c/s, n/t Aeroflot Sibir	mfd HAM OVB OVB OVB rgd	21jun91 26jun92 30jul92 21apr93 12jul93 26jul94	c/n not confirmed c/n not confirmed; just '-ITC' on the tail; returned after lease f/n MST 22sep94; trf 29dec94; noted FRA 30jun99 and HAJ 21aug99 with extra titles 'International Space Station Press-Tour at Baikonur'; additional 'S7' titles and logo since may06; l/n DME 06sep08 in basic Sibir c/s, no titles or logo; f/n DME 29nov08; l/n operational DME 15aug09; seen OVB jan10/mar15, stored; broken up, by jun16 only the the cockpit remained and had been transported to the Barnaul area of Altai Krai
91A875	CCCP-85700 85700 UR-85700 LZ-HMY RA-85700 RA-85700 RA-85700	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Avialini. Ukrayiny Avialini. Ukrayiny Avialini. Ukrayiny Hemus Air no titles Yakutiya Kosmos	mfd KBP rgd LGV DME VKO	04jul91 15apr92 10jan93 14may02 25jun05 02jul06 08jun13	toc 04jul91; f/n SXF 25jul91, in full Aeroflot c/s; rgd 15aug91 with small additional Aeroflot titles below cheatline; l/n KBP 07sep92 f/n LHR 09feb93; l/n DXB 22nov99; canx 14mar01 l/n DME 08nov04; c/n from JP-02 white/grey c/s, 'Hemus' logo, registration painted out but 'HMY' visible l/n OVB 15feb13 in basic ex Yakutiya c/s, with titles and tail logo; l/n VKO 15oct13; last flight probably UFA-VKO 21oct13; broken up VKO jun14
91A876	CCCP-85701(2) 85701(2) UR-85701(2) UR-85701(2) UR-85701(2) RA-85837(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Avialini. Ukrayiny Avialini. Ukrayiny Avialini. Ukrayiny Atlant Donbass Airlines Vladivostok Air	mfd STR rgd DEL DXB	05jul91 09apr92 10jan93 12apr95 feb97 27sep04	toc 07jul91; rgd 02aug91; f/n MAN 03aug91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M001 still in Aeroflot c/s with titles and Ukrainian flag; l/n TAT 19nov92 f/n ZRH 04apr93 l/n SHJ 05dec95 with titles and tail emblem; l/n KBP 07jul99; in Avialiniy Ukrayiny fleet list early 2001; canx 24sep03 named 'Khakasia' after the region around Abakan; the last Tu-154 operated by Vladivostok Air; l/n VVO 19aug10, active; stored at KHV from 03sep10, l/n nov11/aug16; offered for sale 17apr12; see c/n 86A724 toc 18jul91; rgd 20sep91; f/n KJA 01jul92, in full Aeroflot c/s; see Tu-154 prototype c/n 69M002
91A877	CCCP-85702(2) RA-85702(2) RA-85702(2) EP-ITK RA-85702(2) RA-85702(2) RA-85702(2) EP-MBV RA-85702(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Krasnoyarskavia Aeroflot KrasAir Iran Air Tour KrasAir Aviacon Zitotrans KrasAir Iran Air Tour KrasAir	mfd KJA trf KJA NSK SHJ SHJ rgd YKS	15jul91 13jul93 04apr94 08jul94 jan96 08oct96 oct97 07dec02 01jul04	leased from KrasAir l/n LCA 16aug97; report at DXB 14feb99 doubtful, see next line last overhaul completed 28aug01; l/n DME 08oct02; soc 21oct02 as leased to Iran l/n SHJ 27oct03; l/n DXB 28dec03 f/n as such PEK 23nov07; f/n in full AirUnion c/s HAJ 08jun08; l/n operational PEK 10oct08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 29,309 hours; stored at KJA, l/n oct09; broken up
91A878	CCCP-85703(2) CCCP-85703(2) CCCP-85703(2) EW-85703(2) EW-85703(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Magadan AFL/Belarus Belarussia Al Belarussia Al Belavia	mfd trf LEJ FRA TLV	31jul91 sep91 may92 26jul93 mid1994	toc 02aug91; photo exists on the production line at Samara; see Tu-154 prototype c/n 69M003 rgd 20sep91; f/n SXF oct91 l/n DME 07jul93; with small additional Aeroflot titles below the cheatline l/n FRA 01jun94 offered for lease on the internet nov05 but apparently not taken up; damaged 14may07 while being towed at Minsk when the right wing tip hit an excavator; l/n MSQ 01nov16
91A879	CCCP-85704(2) RA-85704(2)	Tu-154M Tu-154M	Krasnoyarskavia Aeroflot	mfd DME	02aug91 20mar93	toc 02aug91; rgd 20sep91; f/n DME 26sep91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M004

	RA-85704(2)	Tu-154M	KrasAir	trf	05apr94	
	RA-85704(2)	Tu-154M	Air AJT	LGW	19aug95	leased from KrasAir
	RA-85704(2)	Tu-154M	ex-Air AJT c/s	DUS	nov95	seen many times without titles until feb96
	EP-LAV	Tu-154M	Kish Air	THR	mar97	l/n DXB 15mar98; c/n from JP-98; leased from KrasAir
	RA-85704(2)	Tu-154M	KrasAir	DME	29jun98	l/n HAJ 17sep05; operator's certificate revoked 01nov08; soc 09dec05 as leased to Iran
	EP-MCH	Tu-154M	Iran Air Tour	THR	14apr06	c/n confirmed; Isf KrasAir; in basic KrasAir c/s with small 'Iran Air Tour' titles and Iranian flag; seen KJA 19jun06, returned from lease and then leased again; l/n THR 19apr08
	RA-85704(2)	Tu-154M	Zapolyarye	trf	jan09	in basic KrasAir c/s, initially without titles; l/n as such KJA 11may09; seen with titles NSK 10aug09; seen DME sep10/nov16, (N55.408733 E37.915289) stored
91A880	CCCP-85705	Tu-154M	Sibavia	mfd	09aug91	toc 10aug91; rgd 26aug91; f/n OVB 01jul92, in full Aeroflot c/s
	EP-ITB	Tu-154M	Iran Air Tour	ARN	mar94	leased from Sibir
	RA-85705	Tu-154M	Sibir	HAI	aug94	trf 29dec94 to Sibir
	EP-MAI	Tu-154M	Iran Air Tour	THR	mar97	leased from Sibir
	RA-85705	Tu-154M	Sibir	ret	sum '98	l/n FRA 10oct99
	EP-MBH	Tu-154M	Iran Air Tour	lsd	06mar00	f/n SYZ 14mar00; leased from Omskavia until 05mar02
	RA-85705	Tu-154M	Sibir	rgd	30apr02	f/n HAJ 13jul02; l/n DME 27oct05; soc 12dec05 as to Iran
	EP-MCL	Tu-154M	Iran Air Tour	lsd	jan06	c/n confirmed; Sibir full c/s with small 'Iran Air Tour' titles and Iranian flag; f/n THR 01apr06; l/n DXB 06oct08; 85705 under the wings and now full Iran Air Tour c/s, f/n THR 05dec08; l/n THR feb11/may16, stored
91A881	CCCP-85706	Tu-154M	AFL/Magadan	mfd	19aug91	toc 09sep91
	CCCP-85706	Tu-154M	AFL/Belarus	trf	sep91	rgd 16sep91; f/n SXF 25oct91; still CCCP- 07jun93
	EW-85706	Tu-154M	Aeroflot	SNN	05jul93	l/n MSQ 08sep93, no flag on tail
	EW-85706	Tu-154M	Belavia	FRA	08nov93	l/n MSQ 23apr11; seen MSQ 16aug12 being painted for preservation; l/n 02nov12 as such; replaced by EW-85581 and moved back to the airfield; l/n MSQ jul15/nov16, stored
91A882	CCCP-85707	Tu-154M	Avialini. Ukrayiny	mfd	29aug91	toc 02sep91; rgd 18sep91; in full Aeroflot c/s; f/n SXF 27sep91; l/n KBP 07sep92
	UR-85707	Tu-154M	Avialini. Ukrayiny	KBP	17jun93	l/n operational EV 22may04; stored with faded titles at KBP from 23jul04; offered for lease on internet nov05; l/n jul07; sold to Barrow Management of London; repaired for ferry flight to Russia jan08; l/n KBP 25jan08; canx 06feb08
	RA-85707	Tu-154M	no titles	KBP	07feb08	in basic Avialiniyi Ukrayiny c/s; registration without dash (painted on as 'URA85707' in the process of changing prefixes); ferried KBP-VKO 19feb08; l/n in ARZ-411 at MRV 04mar08
	RA-85707	Tu-154M	no titles	f/f	27dec08	after rework; in white/grey c/s; offered for sale 13may09 with t/t 10,414 hours and 2,843 cycles
	RA-85707	Tu-154M	Yakutiya	MRV	18jul09	in white c/s with titles; seen VKO 18aug09 with blue fin; l/n as such VKO 07nov09; seen in full c/s VVO 30jun10; l/n MRV 17aug14
91A883	CCCP-85708	Tu-154M	Krasnoyarskavia	mfd	30aug91	in full Aeroflot c/s; toc 11sep91; rgd 22oct91; f/n DME 23feb92; l/n KJA 01jul92
	85708	Tu-154M	Aeroflot	SVO	16may93	
	EP-ITJ	Tu-154M	Iran Air Tour	GOT	22dec93	
	RA-85708	Tu-154M	KrasAir	trf	05apr94	seen DME 07may95, in Aeroflot c/s, no titles
	RA-85708	Tu-154M	KrasAir	IST	01sep95	l/n LED 06nov05; soc 20dec05 as leased to Iran
	EP-MCG	Tu-154M	Iran Air Tour	THR	31jan06	c/n confirmed; leased from KrasAir; in basic KrasAir c/s with 'Iran Air Tour' titles; l/n SVO 01apr08; returned to Russia 03may08
	RA-85708	Tu-154M	KrasAir	UUS	29aug08	in full c/s; operator's certificate revoked 01nov08
	RA-85708	Tu-154M	Zapolyarye	trf	may09	seen KJA 15oct09, still in full KrasAir c/s; overhauled by the Aviakor factory at Samara-Bezymyanka (seen 06nov09) and retained as the overhaul was had not yet been paid for by jul11
91A884	CCCP-85709	Tu-154M	Sibavia	mfd	09sep91	toc 19sep91; rgd 15oct91; f/n OVB 01jul92; in full Aeroflot c/s
	RA-85709	Tu-154M	Aeroflot	OVB	21apr93	
	RA-85709	Tu-154M	Sibir	trf	29dec94	
	EP-ITM	Tu-154M	Iran Air Tour	ARN	19apr95	leased from Sibir; seen in ARZ-411 at MRV 15may96, bare metal
	RA-85709	Tu-154M	Sibir	FRA	15sep96	
	EP-MAK	Tu-154M	Iran Air Tour	THR	mar97	leased from Sibir; l/n SHJ dec99
	RA-85709	Tu-154M	Sibir	rgd	21dec00	f/n mar01; l/n OVB sep04
	RA-85709	Tu-154M	Atlant-Soyuz	SAW	06apr05	damaged 20jan07 while taxiing at Ufa when the right wing hit an empty bus which stood on the taxiway, no casualties, repaired; seen GDZ 10sep10; Atlant-Soyuz ceased operations 18jan11; l/n VKO aug11/jun12, stored at VARZ-400; stored in middle of airfield by aug12; l/n dec12/oct16
91A885	CCCP-85710	Tu-154M	AFL/Ukraine-ODS	mfd	26sep91	rgd 15oct91; trf to Avialiniyi Ukrayiny but not repainted; f/n FRA 04jul92; deciated Greenair flights jul92; l/n SVO 26apr93; officially to, see next line
	UR-85710	Tu-154M	Avialini. Ukrayiny	r/r	21jan93	'UR-' not taken up according to Ukrainian CofA # 1050; never wore Avialiniyi Ukrayiny colours; canx 22jan95, see next lines
	RA-85710	Tu-154M	Aeroflot Rus. Al	r/r	26apr93	leased from Avialiniyi Ukrayiny; CofA checked AMS 24may93
	RA-85710	Tu-154M	Atlant	IST	aug94	arrived at Vladivostok 09aug95 for service with Vladivostok Avia
	RA-85710	Tu-154M	Vladivostok Avia	rgd	24oct96	initially with additional Aeroflot titles behind the nose, seen as such VVO apr97; named 'Vladivostok'; 'Vladivostok Air' titles worn both sides; f/n GMP 30nov96; l/n active ICN 16nov08; stored at VVO, l/n sep09; canx 16dec10; broken up
91A886	B-2624	Tu-154M	Sichuan Airlines	mfd	26sep91	f/n CTU nov91; l/n CTU 11apr00, operational
	RA-85204(2)	Tu-154M	Pulkovo Avia	rgd	10dec01	f/n Samara-Bezymyanka 27jun02, partly painted; see c/n 77A203
	RA-85204(2)	Tu-154M	Pulkovo Avia	LED	29jul02	reportedly no titles !; c/n confirmed
	RA-85204(2)	Tu-154M	Pulkovo Avia	MLA	13aug02	l/n DUS 04aug06
	RA-85204(2)	Tu-154M	Rossiya Russian Al	ph.	20nov06	being repainted; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n HEL 03jan07; l/n LED 04jul09/01jun10, stored; in the process of being scrapped 21/27nov10
91A887	CCCP-85711	Tu-154M	AFL/Uzbekistan	mfd	oct91	toc 19oct91; rgd 30oct91
	UK-85711	Tu-154M	Uzbekistan Airways	TAS	04apr93	
	UK-85711	Tu-154M	Pakistan Intl Aw	KHI	06dec96	
	85711	Tu-154M	Pakistan Intl Aw	KHI	14may97	leased from end 1996 until early 2001 but returned summer 1997
	UK-85711	Tu-154M	Uzbekistan Airways	TAS	23sep97	seen DME 06oct10; stored TAS, l/n aug13/may15; seen TAS 04jul16, without prefix
91A888	CCCP-85712	Tu-154M	ALAK	mfd	30sep91	mfd given as 13dec91 in a sales offer; rgd 06feb92; in full Aeroflot c/s; f/n VKO 23feb92; l/n VKO 16aug92
	RA-85712	Tu-154M	Lietuva	KUN	10feb93	in white/light grey c/s with red cheatline
	RA-85712	Tu-154M	ALAK	VKO	17jul93	in basic Lietuva c/s; l/n with titles VKO 30aug93; f/n without titles VKO 22aug95; l/n 29apr98; suspended operations in 1998
	RA-85712	Tu-154M	Aviaexpresscruise	VKO	19aug99	l/n SVO 10aug00
	RA-85712	Tu-154M	Yakutsk Airlines	SVO	20oct00	leased from Aviaexpresscruise; l/n SVO 27sep02
	RA-85712	Tu-154M	Aviaexpresscruise	DME	18aug03	in basic Yakutsk Airlines c/s; l/n as such VKO 26aug04; seen stored in bare metal in VARZ-400 at VKO jun05/sep08
	RA-85712	Tu-154M	Atlant-Soyuz	VKO	17sep08	in all-white c/s, no titles; l/n as such VKO 08nov08; last overhaul completed apr09, converted to a VIP aircraft for 41 passengers during the overhaul; seen ZIA 22aug09 and VKO 07nov09 with the serial number on the nose-wheel door only; offered for sale by Aero Asia in early 2010 with t/t 8,955 hours and 2,881 cycles
	RA-85712	Tu-154M	AeroRent	rgd	25dec09	to Parabola; entered into the operator's certificate of AeroRent 05feb10; in all-white c/s, initially without titles; f/n VKO 13may10; l/n without titles VKO 04jun10; f/n with titles VKO 13aug10; l/n ZIA 30aug13, stored
	RA-85712	Tu-154M	Kosmos	VKO	02feb14	still a VIP aircraft; in all-white c/s with titles; l/n VKO 30nov15; sold to the Russian MVD nov15
	RF-85136(3)	Tu-154M	Russian MVD	CKL	15jul16	reported on russianplanes.net by 16may16; all blue tail, grey fuselage with cheatline in the colours of the Russian flag; l/n Omsk-Severnaya 16jan17; see c/n 76A136 and 88A791
91A889	CCCP-85713	Tu-154M	ALAK	mfd	oct91	rgd 06feb92; f/n VKO 23feb92, in full Aeroflot c/s
	RA-85713	Tu-154M	ALAK	SHJ	10apr93	l/n VKO 24aug97; not in 1998 fleet list; suspended operations in 1998
	RA-85713	Tu-154M	Ayaks	TAT	02jan99	l/n TAT 12jan99; soc and canx 04jun99 as to Georgia
	4L-85713	Tu-154M	Georgian Airlines	VKO	mar00	not in 2001 fleet list; seen in VARZ-400 oct00/jun05, stored; c/n re-checked 24jun05, no outer wings then; under overhaul jul06
	UN-85713	Tu-154M	Berkut	LYS	04feb07	VIP aircraft; in white/light blue c/s, no titles; l/n AMM 10may08
	UP-T5401	Tu-154M	Kaz Air Jet	BTS	12jul08	in white/light blue c/s, no titles; l/n TSE 24jun10
	UP-T5401	Tu-154M	Kazakh Government	KBP	15sep10	in white/light blue c/s, 'Kazakhstan' titles; seen ALA 02apr11 with roundels under the wing; l/n ALA 09oct16
91A890	CCCP-85714	Tu-154M	ALAK	mfd	26dec91	rgd 06feb92; f/n VKO 23feb92, in full Aeroflot c/s; l/n VKO 16aug92
	RA-85714	Tu-154M	ALAK	VKO	21may93	l/n SVO 25jun95
	TC-RAD	Tu-154M	ALAK	AMS	21jul95	leased to Holiday Airlines; '-85714' still visible on tail
	TC-RAD	Tu-154M	Holiday c/s, n/t	TXL	28jul95	
	TC-RAD	Tu-154M	Holiday	TXL	05aug95	l/n VKO 29jun96
	RA-85714	Tu-154M	blue c/l, n/t	AGP	19nov97	
	RA-85714	Tu-154M	ALAK	TAT	03jan98	suspended operations in 1998; reported for Ayaks by early 1998
	4L-AAF	Tu-154M	Aviaexpresscruise	LHR	25sep98	l/n MSQ 24sep99
	RA-85714	Tu-154M	Omskavia	SHJ	03jan01	no titles; in fleet list dec00/sep01; l/n DME 21aug01; soc and canx 23aug01 as leased to Iran
	EP-MHZ	Tu-154M	Mahan Air	rgd	07oct01	f/n DXB 19oct01; l/n THR 21may04, Omskavia c/s
	RA-85714	Tu-154M	Omskavia	ret	12jul04	f/n AYT 01aug04; leased to KrasAir in full Omskavia c/s, seen KJA 16jun06/27aug07; operator's certificate of Omskavia revoked 05oct08; l/n stored at KJA jun09/oct09; broken up KJA 2010
91A891	CCCP-85715	Tu-154M	KavMinVody Avia	mfd	27nov91	rgd 23dec91; f/n MRV 30dec91, in full Aeroflot c/s; on charge as of 01jan92
	RA-85715	Tu-154M	KavMinVody Avia	LUX	29sep92	in full Aeroflot c/s and titles; l/n LUX 01oct92
	EP-LAI	Tu-154M	Kish Air		27aug94	l/n 06jan95
	RA-85715	Tu-154M	Aeroflot	SNN	26may95	
	RA-85715	Tu-154M	KavMinVody Avia	SNN	23sep95	rolled out this date
	EP-MAF	Tu-154M	Iran Air Tour	ALA	23may96	was in basic KavMinVody Avia c/s
	EP-BOM	Tu-154M	Bon Air			leased from KavMinVody Avia
	EP-MAX	Tu-154M	Iran Air Tour	lsd	22aug98	l/n SVO 24oct98; l/n SVO 23aug99; leased from KavMinVody Avia until 21aug01
	RA-85715	Tu-154M	KavMinVody Avia	SVO	12aug01	seen STW 24aug11, active; l/n MRV sep11/nov14, stored; broken up at MRV aug15
91A892	CCCP-85716	Tu-154M	Aerovolga	mfd	29nov91	toc 29nov91; rgd 10jan92; f/n SZG 15nov92, in full Aeroflot c/s
	RA-85716	Tu-154M	Aeroflot	SHJ	24mar93	seen PEK 30oct93 with additional small 'China Xinjiang' titles below the cheatline
	RA-85716	Tu-154M	Aerovolga	trf	24nov94	f/n PRG jun95
	RA-85716	Tu-154M	Georgia Air Prague	PRG	28jun95	leased from Aerovolga; l/n PMI 05dec95

	RA-85716	Tu-154M	Aerovolga	PEK	16oct96	l/n PEK 23may98
	RA-85716	Tu-154M	Samara	KUF	11aug01	l/n KUF 07jul04
	EP-MCI	Tu-154M	Iran Air Tour	trf	may06	Isf Samara; f/n SYZ 03sep06 in all-white c/s; l/n THR 25mar08
	RA-85716	Tu-154M	Samara	DME	23jul08	in full AIRUnion c/s with small 'Samara' titles; operator's certificate revoked 30sep08
	RA-85716	Tu-154M	Continent	KVO	06jan11	in basic AIRUnion c/s, no titles; l/n KJA 07jul11
	RA-85716	Tu-154M	Aero Rent	KJA	01aug11	in basic AIRUnion c/s, with titles; l/n NOZ mar14/nov14, stored
91A893	B-2625	Tu-154M	Sichuan Airlines	mfd	29nov91	f/n CTU may92; l/n CTU 11apr00
	RA-85171(2)	Tu-154M	Pulkovo Avia	rgd	10dec01	see c/n 76A171; f/n CDG 14apr02; seen GVA 13jan07 with additional 'Rossiya' titles; l/n LGW 15apr07
	RA-85171(2)	Tu-154M	Rossiya Russian Al	ADB	01jun07	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n LED 01jun10, wfu; broken up nov10
92A894	B-2626	Tu-154M	Sichuan Airlines	mfd	10feb92	rgd feb92; f/n PEK 26sep92; l/n active CTU 11apr00; l/n in the 'Aviakor' factory at Samara 11aug01
	RA-85185(2)	Tu-154M	Pulkovo Avia	rgd	10dec01	f/f 26dec01; f/n AMS 28dec01; l/n LED 07jul06; w/o 22aug06 on a flight from Anapa to St. Petersburg when climbed to the maximum allowed altitude with the given weight (FL 390) in order to out-climb a heavy thunderstorm, was thrown up from 11.961 metres to 12.794 metres within 10 seconds by severe turbulence, entered a deep stall due to uncoordinated action of the crew (the airspeed dropped from 350 km/h to 0 during these 10 seconds while the AoA reached 46 degrees), entered a flat spin and crashed in the steppe near Sukhaya Balka (40 km north-west of Donetsk, at N48°19'58" E37°44'48"), all 10 crew and 160 passengers killed; t/t 24,215 hours and 12,716 cycles; see c/n 76A185
91A895	ES-AAC	Tu-154M	ELK Estonian	mfd	06dec91	c/n confirmed; reg applied (photo in newspaper 'Estonia' 10dec91) but not taken up
	CCCP-85740	Tu-154M	ELK Estonian	rgd	05feb92	c/n confirmed; f/n MLA 23oct92; l/n RIX 10sep93
	ES-LAI	Tu-154M	Baltic Expr Line	no	reports	believed not taken up or painted as such
	YL-LAI	Tu-154M	Baltic Expr Line	rgd	22oct93	f/n SHJ 28oct93; l/n RIX 22aug96; canx 15jan97
	--	Tu-154M	Baltic Expr Line	TLL	03aug97	stored without registration; seen again as YL-LAI PTG 14nov97 for refurbishment prior to Air Pass service
	3D-RTP	Tu-154M	Air Pass		dec97	l/n PTG 07feb98
	TL-ACF	Tu-154M	Centrafican	DXB	sep98	legal TL- registration !; seen LHR 28dec98; l/n RKT 16mar00; reported without titles since 09apr00; seen RKT 28apr00 being repainted and noted as TD-RTP, part of its old registration 3D-RTP showing under the paint
	ER-TAG	Tu-154M	Moldtransavia MTA	rgd	11sep00	f/n RKT 14oct00; l/n MCT 10jun01; canx 22jun01, see next line !
	LZ-LTV	Tu-154M	Balkan	FRA	20jun01	basic MTA c/s; l/n FRA 03oct01
	LZ-LTV	Tu-154M	Albanian Airlines	ZRH	aug02	basic MTA c/s; l/n BRQ sep02; l/n KIV jul03, stored without any markings
	9XR-DU	Tu-154M	Centrafican c/s	VKO	16jan04	c/n confirmed by JP-05; no titles, reported for Regional Int'l Air Services (Rwanda); temporarily to RA-85479(2) ? see next line
	RA-85740	Tu-154M	Atlant-Soyuz	VKO	20jun05	c/n confirmed by JP-05; ex RA-85479(2) with unknown c/n ?; VIP aircraft, presented in new c/s 20jun05; first Russian civil aircraft with GLONASS GPS system (installed by VARZ-400 jul07); t/t 4,696 hours and 1,924 cycles by 01jul08; seen LTN 04nov10; Atlant-Soyuz ceased operations 18jan11; l/n VKO aug12/jul16, stored in the middle of the airfield
91A896	ES-AAD	Tu-154M	ELK Estonian	no	reports	believed not taken up or painted as such
	CCCP-85741	Tu-154M	ELK Estonian	rgd	05feb92	f/n RIX jun92; l/n LPA 30oct93
	ES-LTR	Tu-154M	ELK Estonian	r/r	early94	f/n ZRH jul94; in full ELK c/s with additional small Air Moravia titles and logo; l/n FRA 08jul95 as such; seen TLL 04aug97 stored, was reported for Air Cess
	EW-85741	Tu-154M	Belavia	BCN	29aug98	l/n GVA 07sep99
	ES-LTC	Tu-154M	ELK Airways	rgd	17may00	f/n SXF 13jun00; l/n ZRH 12aug00
	EW-85741	Tu-154M	Belavia	ret	unknown	in basic ELK c/s with 'Belavia' titles; f/n FCO 29aug01; l/n SZG 03jan04
	EW-85741	Tu-154M	Shaheen Air Intl	DXB	26feb04	l/n DXB 18apr04
	EW-85741	Tu-154M	Belavia	WAW	04aug04	l/n CDG 03sep04
	EW-85741	Tu-154M	Shaheen Air Intl	AUH	19feb05	l/n DXB 05mar05
	EW-85741	Tu-154M	Belavia	MSQ	21may05	still in basic ELK c/s, l/n as such TRN 29jul06; seen BCN 26may07 in full Belavia c/s; l/n LED 06nov16
91A897	CCCP-85717	Tu-154M	AFI/Tajikistan	rgd	10jan92	f/n VKO same date; l/n PEK mar93 with Aeroflot titles and Soviet flag with large Tajikistan titles over the emergency exit
	EY-85717	Tu-154M	Tajik Air		01apr93	initially with small titles behind the nose and Tajikistan titles on the fuselage; Tajik Air titles removed by 1995; with Tajikistan titles by 1998; l/n DME nov98; still in fleet list 30sep00
	EP-CPH	Tu-154M	Caspian Airlines	DXB	03apr99	c/n confirmed; in basic Tajikistan c/s; l/n THR 13mar00
	EP-EAA	Tu-154M	Aria Air	DXB	26mar01	c/n confirmed from JP-02; basic Tajik Air c/s; l/n SHJ 24nov02
	85717	Tu-154M	primer	VKO	23aug03	in VARZ, reg from nose wheel door
	EY-85717	Tu-154M	Tajik Air	SHJ	14oct03	with Tajikistan titles; l/n IST 03mar07; repainted with Tajik Air titles, f/n DUS 23aug07; l/n DYU 24jun14
91A898	SU-OAC	Tu-154M	Cairo Char & Cargo	ORY	23may92	reported ex CCCP-85898, not taken up; l/n ORY 17apr93
	EP-JAZ	Tu-154M	Mahan Air	SVO	nov93	l/n DXB 05mar00
	EP-CPN	Tu-154M	Caspian Airlines	DXB	07oct00	c/n confirmed also by VARZ; l/n THR 10nov08; stored THR jan12; l/n THR sep15, registration on top of the wings only
91A899	SU-OAD	Tu-154M	Cairo Char & Cargo	FRA	13jun92	reported ex CCCP-85899, not taken up; l/n STR 19dec92
	EP-ARG	Tu-154M	Mahan Air	rgd	01mar93	in fleet since end 1993; f/n DXB 13mar97; l/n VKO 29jul00
	EP-CPO	Tu-154M	Caspian Airlines	rgd	07sep00	f/n VKO 07oct00; l/n DXB 29jan11; seen stored THR jan12; l/n THR sep16 at the Saha Air Training Centre
91A900	CCCP-85718	Tu-154M	AFI/Kyrgyzstan	rgd	27feb92	f/n FRA 09apr92; l/n DME 02sep93
	EX-85718	Tu-154M	Kyrgyzstan Al	BRU	31may94	l/n HAJ 12aug00; with 'h' in the titles on the starboard side
	EX-85718	Tu-154M	Altyn Air	FRU	12jul02	l/n DME 01oct05
	EX-85718	Tu-154M	Kyrgyzstan Al	HAI	29oct05	in full Altyn Air c/s with large 'Kyrgyzstan' titles plus small 'Altyn Air' titles on nose; l/n HAJ 03sep06; damaged 26sep06 during take-off run at Bishkek when the right wing hit the tail of USAF KC-135R s/n 63-8886 that just vacated the runway (about 2.7 m of the outer wing were ripped off), was able to become airborne, quickly turned 180 degrees and made an emergency landing in the opposite direction, no casualties (but the KC-135R caught fire and was dbr); new right wing (from VARZ-400) attached oct07; ferried to VARZ-400 for rework 17jan08; back into service may08; seen DME 10mar10 still in full Altyn Air c/s with large 'Kyrgyzstan' titles; for sale on internet jun12; l/n FRU 04may15
91A901	CCCP-85719	Tu-154M	AFI/Kazakhstan	mfd	14feb92	rgd 03mar92; f/n HAJ 13jul92
	UN-85719	Tu-154M	Aeroflot	ALA	22apr93	Kazakhstan flag
	UN-85719	Tu-154M	Aeroflot c/s, n/t	DMK	27oct93	Kazakhstan flag
	UN-85719	Tu-154M	Kazakstan Airlines	ZRH	17jan94	l/n ALA 03aug98; see trf date next line !
	UN-85719	Tu-154M	Air Kazakstan	trf	26sep96	Almaty based; f/n ALA 13may99; l/n ALA 24sep99
	RA-85719	Tu-154M	MVM Trading	rgd	25oct00	canx 25nov00 as to Iran
	EP-LBS	Tu-154M	Kish Air	rgd	28oct00	not leased but bought; f/n DXB nov00; all titles removed by mid-jan05, but full c/s again 11feb05; l/n KIH feb12/nov14, stored
91A902	CCCP-85720	Tu-154M	Krasnoyarskavia	mfd	31jan92	toc 20may92; rgd 16jun92; in full Aeroflot c/s; f/n KJA 01jul92
	EP-ITA	Tu-154M	Iran Air Tour	KJA	17feb93	not in fleet list by 28dec93
	RA-85720	Tu-154M	KrasAir	trf	05apr94	f/n KJA 12jun94, in Aeroflot c/s, no titles; l/n VNO may95
	RA-85720	Tu-154M	KrasAir	CGN	jul95	
	RA-85720	Tu-154M	ex KrasAir, n/t	HAI	12jul97	operated for Sibaviatrans; l/n HAJ 26jul98
	RA-85720	Tu-154M	KrasAir	DME	19aug99	l/n KJA 03jun01; last overhaul completed 18nov02; soc and canx 15jan03 as leased to Iran
	EP-MBZ	Tu-154M	Iran Air Tour	rgd	04feb03	f/n SHJ 11nov03
	RA-85720	Tu-154M	KrasAir	DME	02sep04	in fleet list jan04; l/n FRA 20nov05
	RA-85720	Tu-154M	Aria Air	THR	07feb06	leased from KrasAir; in basic KrasAir c/s with 'Aria' titles, logo literally over 'KrasAir' logo; l/n DXB 26mar07
	RA-85720	Tu-154M	KrasAir	PEK	07jul07	l/n operational PEK 15sep08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with 1/2 27,140 hours, without engines; l/n KJA 15jun09; broken up
91A903	CCCP-85721(1)	Tu-154M	Aerovolga	mfd	feb92	toc 27feb92; rgd 03mar92; see c/n 87A751; soc 17mar93 and canx 01apr93 after the accident, see below
	EP-ITD	Tu-154M	Iran Air Tour	THR	08feb93	w/o 08feb93 on a flight from Tehran-Mehrabad to Mashhad, after taking off from runway 29R the Tu-154M collided with a Su-24MK of the Iranian Air Force which was on a VFR approach to runway 29L, both aircraft crashed 15 km from the airport, all 12 crew and 119 passengers plus both pilots of the Su-24MK killed
91A904	CCCP-85722	Tu-154M	KavMinVody Avia	mfd	18feb92	toc 25feb92; rgd 12mar92
	RA-85722	Tu-154M	Aeroflot	KUF	21apr93	
	RA-85722	Tu-154M	Kish Air	THR	apr93	
	EP-ARH	Tu-154M	Mahan Air	no	reports	registration from JP-95
	RA-85722	Tu-154M	not reported	SNN	06oct95	arrived for painting
	RA-85722	Tu-154M	KavMinVody Avia	SNN	14oct95	l/n MRV 15may96
	EP-BOJ	Tu-154M	Bon Air	THR	19mar97	leased from KavMinVody Avia
	RA-85722	Tu-154M	KavMinVody Avia	no	reports	soc may98 as leased to Iran
	EP-MAU	Tu-154M	Iran Air Tour	DXB	20nov99	in fleet since at least sep99; l/n THR 13mar00
	RA-85722	Tu-154M	KavMinVody Avia	SHJ	27nov00	last overhaul completed in 2000; l/n SHJ 03jan07
	EX-00002	Tu-154M	Kyrgyzstan	trf	31jan07	donated by the Russian Government to the Kyrgyz Government; painted up by ARZ-411 jan07; arrived FRU 22feb07; f/n LED 08jun07; l/n DME 16sep09, active; seen FRU oct14, wfu (N43.052407 E74.482366)
91A905	CCCP-85723	Tu-154M	Aerovolga	mfd	30mar92	toc 31mar92; rgd 06apr92; f/n DME 03jun92, in full Aeroflot c/s
	RA-85723	Tu-154M	Aeroflot	IST	21jun93	
	RA-85723	Tu-154M	Samara	trf	24nov94	f/n SZG 06jun95; l/n SVO 22aug01
	HA-LGB	Tu-154M	Atlant Hungary		07dec00	allocated but never delivered and expired 07jun01
	RA-85723	Tu-154M	Samara	KUF	28jun02	in Samara fleet list 31jan01; seen in VARZ-400 at VKO 04jun10 with 'Domodedovo' logo; operator's certificate revoked 30sep08; sat wfu in VARZ-400, f/n 08aug10, without wings by 20aug11, l/n 20nov11; scrapped by VARZ-400 at VKO 24nov11
91A906	CCCP-85724	Tu-154M	AFI/Vnukovo	mfd	23apr92	rgd 08may92; f/n VKO 05jun92; l/n DME 02sep93; canx 10feb94 as to Belarus
	EW-85724	Tu-154M	Belavia	GME	30jun95	l/n MSQ 12may96
	RA-85724	Tu-154M	Chelyabinsk Avia	trf	02oct96	f/n HAJ dec96; l/n DME 19aug99; ex Belavia c/s
	EP-TQM	Tu-154M	Qeshm Air	rgd	01mar00	f/n DXB 09mar00; l/n DXB 25may01; basic Belavia c/s; EP-TQM was reported DXB 17mar01 probably in error for this registration !
	RA-85724	Tu-154M	Chelyabinsk Avia	DME	15jun01	l/n DME 25jul02, no titles
	RA-85724	Tu-154M	Enkor	DME	19aug02	l/n OVB 28oct04; leased from Chelyabinsk Avia 15jun01/31dec04
	RA-85724	Tu-154M	Sibir	DUS	02jan05	in basic Chelyabinsk Avia c/s, no logo; with additional 'S7' logo and titles since jun06; l/n HAJ 24nov07
	RA-85724	Tu-154M	S7 Airlines	OVB	01mar08	in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; left the paint shop at BKA late feb08; seen OVB oct09/mar16, stored; canx between 02nov16 and 01dec16

91A907	CCCP-85725 EW-85725 RA-85725 EP-MHB RA-85725 RA-85725	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Belavia Chelyabinsk Avia Mahan Air Enkor Sibir	mfd VKO trf DXB rgd DME	24apr92 16jul94 02oct96 28nov00 24may02 09apr05	rgd 08may92; f/n VKO 08jul92; l/n VKO 08sep93; canx 10feb94 as to Belarus l/n MSQ 12may96 f/n DME 20aug97; in basic ex Belavia c/s with badge and titles by the nose; l/n HAJ 12aug00 in all-white c/s with grey undersides; l/n DXB mar02 with dark blue tail, with small 'Enkor' titles on nose; f/n DME 05jun02; l/n OVB 28oct04 with dark blue tail, no logo; l/n DME 18apr06, as such; carried additional 'S7' logo and titles since may06; l/n MUC 02jan08	
	RA-85725	Tu-154M	S7 Airlines	DME	17feb08	in new c/s, striking bright green with medium green belly and side-mounted engines, large 'S7' logos and 'www.s7.ru' titles; last flight 10nov08 (KJA-OVB); seen OVB 01mar09, stored in basic S7 Airlines c/s, initially without titles; seen with titles NSK 10aug09; l/n DME 16aug10 in basic S7 Airlines c/s, with large 'KMV' titles; l/n stored MRV 28sep11 still in basic S7 c/s; stored at MRV by jan12; broken up at MRV in 2013 rgd 08may92; f/n STN 28mar93 with large 'Liana' titles; see c/n 86A725 operated for Macedonia Air Service, leased from Air Kona still in basic ex Liana C/S	
	RA-85725 RA-85725 RA-85725 RA-85726(1) LZ-MNA LZ-MNA RA-85726(1)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Zapolyarye KavMinVody Avia South East Airline Liana no titles Macedonia AS Mals Deoghar	NSK MRV VKO mfd ZRH RJK VKO	09jul09 26dec02 16oct11 29apr92 27jun93 17jul93 11jul94	trf 27sep94; carried large 'MALS' titles; l/n as such VKO 25may96; reported for Chukotavia sep98; damaged at an unknown date when suffered a tail-strike at VKO during an excessively nose-up landing; repaired; l/n VKO 20aug99 suggested re-registered so that superstitious pilots would not guess they were flying a previously damaged and 'unlucky' (or perhaps even unsafe!) aircraft (cf. the case of Trans World Airlines Boeing 707-331B N776TW which was blown up by terrorists in Damascus in 1969, repaired and re-registered N28714 so that pilots would not know they were flying 'the blasted one'); f/n SVO 26feb00; l/n in VARZ-400 21aug01/20aug02 f/n HEL 28mar03; offered for lease on the internet nov05; seen HAJ 03dec06 with additional 'Rossiya' titles; l/n BUD 07may07 l/n DME 30oct09 active; seen LED 01jun10/oct10, wfu still in basic ex-Pulkovo Avia c/s, no titles; seen DME aug11/nov16, (N55.408372 E37.915731) stored rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93 seen VKO 21jun02 & 20aug02 in bare metal, no reg on f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; l/n TJM jan13/may13 stored; broken up feb14 rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99	
	RA-85832	Tu-154M	Air AJT	rgd	04oct99		
	RA-85832	Tu-154M	Pulkovo Avia	rgd	11feb03		
	RA-85832 RA-85832 CCCP-85727 ES-LTP RA-85727	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Rossiya Russian Al Continent n/t ELK Estonian ELK Estonian UTair	BCN DME mfd CPT rgd	30jun07 20aug11 18apr92 22nov93 15apr03	l/n DME 30oct09 active; seen LED 01jun10/oct10, wfu still in basic ex-Pulkovo Avia c/s, no titles; seen DME aug11/nov16, (N55.408372 E37.915731) stored rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93 seen VKO 21jun02 & 20aug02 in bare metal, no reg on f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; l/n TJM jan13/may13 stored; broken up feb14 rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99	
	92A909	CCCP-85728 RA-85728 RA-85728 RA-85728 CCCP-85729 4K-85729	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Daghestan Airlines Daghestan Airlines Alrosa Aviakomp. Vityaz Azerbaijan Gvt	mfd trf VKO rgd mfd LHR	15may92 01apr94 20aug99 12feb02 apr92 22feb94	f/n VKO 18feb02; l/n TOF 21oct13; seen MJZ 18jul16, stored rgd 10jun92; soc and canx 31may93 as to Azerbaijan with 'Azerbaijan' and additional 'AHY' titles; l/n with additional 'AHY' titles 20jul98; reportedly on loan to Afghan Gvt nov05/may06; named 'Shamakh' after a medieval fortress on the territory of current Azerbaijan; seen SVX 25nov12; l/n GYD oct15, stored rgd 10jun92; f/n KJA 01jul92, in full Aeroflot c/s
	92A910	CCCP-85730 RA-85730 RA-85730 EP-EKA	Tu-154M Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Aeroflot Omskavia Eram Air	mfd KJA trf i/s	15may92 13jul93 05jun94 17dec05	f/n GVA 20dec95; last overhaul completed 29may02; l/n HAJ 11jun05; soc 18nov05 as to Iran c/n confirmed by JP; Isf Omskavia; in basic Omskavia c/s with 'Eram Air' titles and logo; f/n THR 04feb06; wfu 13may08; l/n as such THR 29may08; seen KJA 08jul08 with serial overpainted; offered for sale by Omskavia 09feb09 with t/t 22,165 hours and 9,562 cycles, without engines toc 27may92; rgd 08jun92; f/n DME 16aug92, in full Aeroflot c/s; l/n KUF 25apr93
	92A911	CCCP-85731 RA-85731 RA-85731 EP-LAX RA-85731 EP-LBH RA-85731	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aerovolga Aeroflot Samara Kish Air Samara Kish Air Samara	mfd KUF trf ret THR KUF	27may92 25apr93 24nov94 unknown 12jul99 11aug01	f/n SZG 31may95; l/n KUF 19may96 leased from Samara f/n IST 13jan99; soc 08may99 as to Iran l/n DXB 30mar00; leased from Samara seen MRV 10dec05 (on delivery from ARZ) in AiRUnion c/s; operator's certificate revoked 30sep08; seen DME aug09/nov16, stored toc 12may92; rgd 10jun92; soc and canx 10sep93 as to Azerbaijan l/n SHJ 03apr98, small titles only in white c/s with blue tail; carried additional small 'Russian Sky' titles on nose since jun05; l/n as such GYD 26apr07; seen ALA 14jun08 without those titles; l/n GYD 15may11/09feb12, wfu; no longer visible on Google Earth apr13, so probably broken up toc 01jul92; rgd 09jul92
	92A912	CCCP-85732 4K-85732 4K-85732	Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Improx Imair	mfd SHJ DME	may92 aug94 07jul98	l/n SVO 21aug95, in Aeroflot c/s and titles leased from Murmansk Airlines l/n SVO 25aug97 l/n LED 20oct00 l/n VKO 20aug02; named 'Antonina Grigoryevna'; coat-of-arms of city of Yugra (Tyumen region) on fin named 'Antonina Grigoryevna'; Yugra coat-of-arms on fin; f/n SGC 25aug03; l/n TJM jul12/may13 stored; broken up aug14 f/n IST 19nov92; see c/n 86A734 named 'Shusha'; f/n DEL 15may93; repainted in white/grey c/s with blue cheatline and trim by 2005, now with 'Azerbaijan' titles and 'AZAL' logo on fin; l/n GYD 09feb12 rgd 07jul92; canx 04aug92 as to China; toc 04jan93 (presumably just on paper?); soc 25dec96 as to China, see next line '85735' on nose-gear door; f/n PEK 09nov92; out of service apr95; stored at CKG, seen may97/feb03 l/n active LED 17may09; stored at SVO, l/n 02jun10; ferried SVO- CKL 30oct10; l/n CKL 02nov10, see trf date below opb 3 osae on at Chkalovski/Novaya Derevnya; tender for ferrying to rework plant published 10aug10; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n DME 13feb11; l/n Samara-Bezmyanka 07may15, see rgd below opb 3 osae on at Chkalovski/Novaya Derevnya; f/n Samara-Bezmyanka 17dec16, in new colours, all blue tail, grey fuselage with cheatline in the colours of the Russian flag rgd 18aug92 trf 29aug95; rgd 14jun00 to East Line, probably as payment probably as payment for debts; seen VKO jun/aug01, wfu f/n DME 17oct02; l/n DME 11oct04 l/n DME 03jun06 in full c/s, but see date below see l/n date above; carries add small 'Gromov Air' titles; named 'Yuri Morozov'; f/n DME 30jun06; l/n ZIA 19aug09 stored at VARZ, all-white c/s; l/n oct11; moved and seen stored in the middle of the airfield jun12/jun13; broken up by 20nov14 rgd sep92 85736 on nose wheel door; f/n PEK 29oct93; l/n SHA 13apr00 operational; seen KUF 11aug01 f/n LHR 13apr02; l/n MXP 29oct06 with additional 'Rossiya' titles; see c/n 76A187 in basic Pulkovo c/s; seen LED mar09/01jun10, stored; broken up decl10 rgd 20aug92; in full Aeroflot c/s; f/n ZIA 16aug92; soc and canx 23feb93 as to Bulgaria leased from LII Zhukovski?; l/n active VAR 09aug02; seen stored at VAR (N43.236431 E27.820433) may05, without serial and titles removed; canx 30jan07; l/n oct14 rgd 18aug92; soc and canx 16dec94 as to Azerbaijan reported for Azerbaijan Airlines; l/n IST 13jul98 in VARZ-400 l/n DUS 27oct02 named 'Lachin'; initially in full 'Azerbaijani flag' c/s; l/n as such IST 27mar04; repainted in white/light grey c/s with blue cheatline and tail, with 'Azerbaijan' titles and 'AZAL' logo on fin; f/n as such NGO 16may05; operated for Turan Air to OVB 25may11; l/n SVX 13jan13; l/n GYD oct15, stored c/n in MGA document as 922; toc 05mar93 (presumably just on paper?); soc 25dec96 as to China, see next line regarding f/n and c/n; see c/n 90A832 c/n was always reported as 925, c/n 922 was never reported on the Soviet and/or Russian Federation register until 2005; '85765' on nose-gear door; f/n PEK 08nov92; seen stored at CKG may97/feb03 l/n active VRN 04oct09; t/t 14,168 hours and 6,640 cycles by jan10; stored at SVO, l/n 24oct10; ferried SVO-CKL 30oct10; l/n SVO 01jan11, see trf date below; see c/n 76A135 opb 3 osae on at Chkalovski/Novaya Derevnya; tender for ferrying to rework plant published 10aug10; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n CKL mar11; l/n SVX 01jun11; see rgd below opb 3 osae on at Chkalovski/Novaya Derevnya; f/n CKL apr13 in new colours, all blue tail, grey fuselage with cheatline in the colours of the Russian flag; l/n MGA 12jan17 on charge as of 01jan93; rgd 29jul93; f/n DME 21may94, no titles; l/n DME 16may95
	92A913	CCCP-85733 RA-85733 RA-85733 EP-MAL RA-85733 RA-85733 RA-85733 RA-85733 RA-85733	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Northern-MMK Aeroflot Murmansk Airlines Iran Air Tour Aeroflot c/s, n/t Murmansk Airlines TyumenAviaTrans UTair	mfd SVO trf THR SVO OST VKO rgd	30jun92 19mar93 22nov94 mar97 19aug97 02apr98 05sep01 25dec02	l/n SVO 21aug95, in Aeroflot c/s and titles leased from Murmansk Airlines l/n SVO 25aug97 l/n LED 20oct00 l/n VKO 20aug02; named 'Antonina Grigoryevna'; coat-of-arms of city of Yugra (Tyumen region) on fin named 'Antonina Grigoryevna'; Yugra coat-of-arms on fin; f/n SGC 25aug03; l/n TJM jul12/may13 stored; broken up aug14 f/n IST 19nov92; see c/n 86A734 named 'Shusha'; f/n DEL 15may93; repainted in white/grey c/s with blue cheatline and trim by 2005, now with 'Azerbaijan' titles and 'AZAL' logo on fin; l/n GYD 09feb12 rgd 07jul92; canx 04aug92 as to China; toc 04jan93 (presumably just on paper?); soc 25dec96 as to China, see next line '85735' on nose-gear door; f/n PEK 09nov92; out of service apr95; stored at CKG, seen may97/feb03 l/n active LED 17may09; stored at SVO, l/n 02jun10; ferried SVO- CKL 30oct10; l/n CKL 02nov10, see trf date below opb 3 osae on at Chkalovski/Novaya Derevnya; tender for ferrying to rework plant published 10aug10; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n DME 13feb11; l/n Samara-Bezmyanka 07may15, see rgd below opb 3 osae on at Chkalovski/Novaya Derevnya; f/n Samara-Bezmyanka 17dec16, in new colours, all blue tail, grey fuselage with cheatline in the colours of the Russian flag rgd 18aug92 trf 29aug95; rgd 14jun00 to East Line, probably as payment probably as payment for debts; seen VKO jun/aug01, wfu f/n DME 17oct02; l/n DME 11oct04 l/n DME 03jun06 in full c/s, but see date below see l/n date above; carries add small 'Gromov Air' titles; named 'Yuri Morozov'; f/n DME 30jun06; l/n ZIA 19aug09 stored at VARZ, all-white c/s; l/n oct11; moved and seen stored in the middle of the airfield jun12/jun13; broken up by 20nov14 rgd sep92 85736 on nose wheel door; f/n PEK 29oct93; l/n SHA 13apr00 operational; seen KUF 11aug01 f/n LHR 13apr02; l/n MXP 29oct06 with additional 'Rossiya' titles; see c/n 76A187 in basic Pulkovo c/s; seen LED mar09/01jun10, stored; broken up decl10 rgd 20aug92; in full Aeroflot c/s; f/n ZIA 16aug92; soc and canx 23feb93 as to Bulgaria leased from LII Zhukovski?; l/n active VAR 09aug02; seen stored at VAR (N43.236431 E27.820433) may05, without serial and titles removed; canx 30jan07; l/n oct14 rgd 18aug92; soc and canx 16dec94 as to Azerbaijan reported for Azerbaijan Airlines; l/n IST 13jul98 in VARZ-400 l/n DUS 27oct02 named 'Lachin'; initially in full 'Azerbaijani flag' c/s; l/n as such IST 27mar04; repainted in white/light grey c/s with blue cheatline and tail, with 'Azerbaijan' titles and 'AZAL' logo on fin; f/n as such NGO 16may05; operated for Turan Air to OVB 25may11; l/n SVX 13jan13; l/n GYD oct15, stored c/n in MGA document as 922; toc 05mar93 (presumably just on paper?); soc 25dec96 as to China, see next line regarding f/n and c/n; see c/n 90A832 c/n was always reported as 925, c/n 922 was never reported on the Soviet and/or Russian Federation register until 2005; '85765' on nose-gear door; f/n PEK 08nov92; seen stored at CKG may97/feb03 l/n active VRN 04oct09; t/t 14,168 hours and 6,640 cycles by jan10; stored at SVO, l/n 24oct10; ferried SVO-CKL 30oct10; l/n SVO 01jan11, see trf date below; see c/n 76A135 opb 3 osae on at Chkalovski/Novaya Derevnya; tender for ferrying to rework plant published 10aug10; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n CKL mar11; l/n SVX 01jun11; see rgd below opb 3 osae on at Chkalovski/Novaya Derevnya; f/n CKL apr13 in new colours, all blue tail, grey fuselage with cheatline in the colours of the Russian flag; l/n MGA 12jan17 on charge as of 01jan93; rgd 29jul93; f/n DME 21may94, no titles; l/n DME 16may95
	92A914	CCCP-85734(1) 4K-85734(1)	Tu-154M Tu-154M	Azerbaijan Al Azerbaijan Al	rgd rgd	20aug92 28dec92	
	92A917	CCCP-85735 B-2627 RA-85735 RA-85735	Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Air Great Wall Aeroflot Rus. Al Russian MVD	mfd rgd SVO h/o	06jul92 1992 02apr05 28oct10	
		RF-85735	Tu-154M	Russian MVD	rgd	18feb11	
	92A918	CCCP-85736 RA-85736 RA-85736 RA-85736 RA-85736 RA-85736 RA-85736	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Vnukovo Airlines East Line Sibir Atlant-Soyuz Moskoviya	mfd VKO rgd rgd VKO toc	06aug92 15may95 14jun00 27aug02 24jun05 06may06	l/n SVO 21aug95, in Aeroflot c/s and titles leased from Murmansk Airlines l/n SVO 25aug97 l/n LED 20oct00 l/n VKO 20aug02; named 'Antonina Grigoryevna'; coat-of-arms of city of Yugra (Tyumen region) on fin named 'Antonina Grigoryevna'; Yugra coat-of-arms on fin; f/n SGC 25aug03; l/n TJM jul12/may13 stored; broken up aug14 f/n IST 19nov92; see c/n 86A734 named 'Shusha'; f/n DEL 15may93; repainted in white/grey c/s with blue cheatline and trim by 2005, now with 'Azerbaijan' titles and 'AZAL' logo on fin; l/n GYD 09feb12 rgd 07jul92; canx 04aug92 as to China; toc 04jan93 (presumably just on paper?); soc 25dec96 as to China, see next line '85735' on nose-gear door; f/n PEK 09nov92; out of service apr95; stored at CKG, seen may97/feb03 l/n active LED 17may09; stored at SVO, l/n 02jun10; ferried SVO- CKL 30oct10; l/n CKL 02nov10, see trf date below opb 3 osae on at Chkalovski/Novaya Derevnya; tender for ferrying to rework plant published 10aug10; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n DME 13feb11; l/n Samara-Bezmyanka 07may15, see rgd below opb 3 osae on at Chkalovski/Novaya Derevnya; f/n Samara-Bezmyanka 17dec16, in new colours, all blue tail, grey fuselage with cheatline in the colours of the Russian flag rgd 18aug92 trf 29aug95; rgd 14jun00 to East Line, probably as payment probably as payment for debts; seen VKO jun/aug01, wfu f/n DME 17oct02; l/n DME 11oct04 l/n DME 03jun06 in full c/s, but see date below see l/n date above; carries add small 'Gromov Air' titles; named 'Yuri Morozov'; f/n DME 30jun06; l/n ZIA 19aug09 stored at VARZ, all-white c/s; l/n oct11; moved and seen stored in the middle of the airfield jun12/jun13; broken up by 20nov14 rgd sep92 85736 on nose wheel door; f/n PEK 29oct93; l/n SHA 13apr00 operational; seen KUF 11aug01 f/n LHR 13apr02; l/n MXP 29oct06 with additional 'Rossiya' titles; see c/n 76A187 in basic Pulkovo c/s; seen LED mar09/01jun10, stored; broken up decl10 rgd 20aug92; in full Aeroflot c/s; f/n ZIA 16aug92; soc and canx 23feb93 as to Bulgaria leased from LII Zhukovski?; l/n active VAR 09aug02; seen stored at VAR (N43.236431 E27.820433) may05, without serial and titles removed; canx 30jan07; l/n oct14 rgd 18aug92; soc and canx 16dec94 as to Azerbaijan reported for Azerbaijan Airlines; l/n IST 13jul98 in VARZ-400 l/n DUS 27oct02 named 'Lachin'; initially in full 'Azerbaijani flag' c/s; l/n as such IST 27mar04; repainted in white/light grey c/s with blue cheatline and tail, with 'Azerbaijan' titles and 'AZAL' logo on fin; f/n as such NGO 16may05; operated for Turan Air to OVB 25may11; l/n SVX 13jan13; l/n GYD oct15, stored c/n in MGA document as 922; toc 05mar93 (presumably just on paper?); soc 25dec96 as to China, see next line regarding f/n and c/n; see c/n 90A832 c/n was always reported as 925, c/n 922 was never reported on the Soviet and/or Russian Federation register until 2005; '85765' on nose-gear door; f/n PEK 08nov92; seen stored at CKG may97/feb03 l/n active VRN 04oct09; t/t 14,168 hours and 6,640 cycles by jan10; stored at SVO, l/n 24oct10; ferried SVO-CKL 30oct10; l/n SVO 01jan11, see trf date below; see c/n 76A135 opb 3 osae on at Chkalovski/Novaya Derevnya; tender for ferrying to rework plant published 10aug10; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n CKL mar11; l/n SVX 01jun11; see rgd below opb 3 osae on at Chkalovski/Novaya Derevnya; f/n CKL apr13 in new colours, all blue tail, grey fuselage with cheatline in the colours of the Russian flag; l/n MGA 12jan17 on charge as of 01jan93; rgd 29jul93; f/n DME 21may94, no titles; l/n DME 16may95
	92A919	B-2629 RA-85187(2) RA-85187(2) CCCP-85737 LZ-MIV	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sichuan Airlines Pulkovo Avia Rossiya Russian Al LII Zhukovski Varna Intl Air	mfd rgd LED mfd VAR	30jun92 10dec01 17dec06 jun92 27jun93	
	92A920	CCCP-85738 4K-85738 4K-85738 LZ-LCC 4K-85738	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Aeroflot c/s, n/t Azerbaijan Al Bulgarian Air Ch. Azerbaijan Al	mfd CDG VKO SXF BAK	jul92 04sep95 13jul00 26may01 18dec02	
	92A922	RA-85765(1) B-2628 RA-85135(2) RA-85135(2) RF-85135(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Air Great Wall Aeroflot Rus. Al Russian MVD Russian MVD	mfd rgd SVO h/o rgd	30sep92 1992 09apr05 28oct10 18feb11	
	92A923	RA-85766 RA-85766 EP-MAP RA-85766 RA-85766	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Chita Avia Chita Avia Iran Air Tour Chita Avia, n/t Vladivostok Avia	mfd DME THR rgd rgd	26oct92 jul95 29mar97 20jul01 05aug04	
	92A924	CCCP-85748 EW-85748 EW-85748 RA-85739 RA-85739	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Aeroflot Belavia Aeroflot Aerovolga	mfd FRA mfd trf	07oct92 24may93 early94 28aug92 24nov93	
	92A925	RA-85739	Tu-154M	Aeroflot	mfd	28aug92	

	RA-85739	Tu-154M	Samara	rgd	26may99 ?	f/n VOG 11aug99; l/n KUF 11aug01; still in fleet list 31jan01
	HA-LGD	Tu-154M	Atlant Hungary	res	07dec00	allocated, but never taken up; the reservation expired 07jun01
	RA-85739	Tu-154M	TyumenAviaTrans	lsd	07feb01	from Samara; seen DME 20dec01
	RA-85739	Tu-154M	Samara	KUF	28jun02	l/n VKO 27jun03
	RA-85739	Tu-154M	Pulkovo	rgd	18nov03	f/n LED 29dec03
	RA-85739	Tu-154M	Rossiya Russian Al	rgd	12oct06	initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such GVA 10mar07 and l/n as such HAJ 01apr07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such TLV 17aug07; last flight (SVO-LED) 16nov09, the last passenger flight of any Rossiya Tu-154; CoFA expired 30nov09; t/t 25,557 hours and 11,488 cycles by 01jan10; sat wfu at LED, seen dec09/mar13; scrapped at LED aug13; sold as scrap metal 27aug13, for USD 12,000
92A926	CCCP-85743	Tu-154M	AFL/Vnukovo	mfd	31aug92	f/n VKO 11sep92, in full Aeroflot c/s
	RA-85743	Tu-154M	Aeroflot	VKO	21may93	l/n VKO 02sep93
	RA-85743	Tu-154M	Vnukovo Airlines	trf	01aug94	seen VKO aug97/jun00, in Aeroflot c/s and titles, stored
	RA-85743	Tu-154M	Vnukovo Airlines	VKO	02jun01	had additional 'National Football Team Russia' titles jun01; l/n VKO 18feb02
	RA-85743	Tu-154M	Sibir	rgd	02apr01	f/n DME 21oct03; l/n DME 08nov04
	RA-85743	Tu-154M	Atlant-Sojuz	POR	07apr05	l/n SZG 09jan06
	RA-85743	Tu-154M	Moskoviya	toc	06may06	in basic Gromov Air c/s with additional small 'Gromov Air' titles (Moskoviya is the trade name of Gromov Air); named 'Yuri Sheffer' after a Soviet test pilot; f/n DME 04jun06; l/n DME 19aug09
	RA-85743	Tu-154M	all-white c/s, n/t	VKO	16oct09	in VARZ-400 and still present VKO aug10/jun12; stored in middle of airfield by aug12; l/n dec12/jun13; broken up at VKO 15feb15
92A927	CCCP-85744	Tu-154M	Aeroflot	mfd	08sep92	opb Azamat; rgd 28sep92; f/n ALA 22apr93; l/n FRA 25dec93
	UN-85744	Tu-154M	Azamat	HAI	31may94	l/n HAJ 13jul94
	RA-85744	Tu-154M	Aeroflot c/s, n/t	VKO	24aug97	
	LZ-LTA	Tu-154M	Aeroflot c/s, n/t	CPH	20jun98	
	LZ-LTA	Tu-154M	Balkan	AMS	06jul98	l/n AMS 03oct98
	RA-85744	Tu-154M	Aeroflot c/s, n/t	ret	unknown	
	LZ-LTG	Tu-154M	Balkan	VKO	19aug99	l/n operational HAJ 03aug00; stored at VARZ-400 (awaiting overhaul) from 25sep00, seen with registration removed oct00/jul07; sold to RosAviatechnika 10oct07 and on to Aerosevice 25oct07; overhaul started mar08
	RA-85744	Tu-154M	AvialiniiDagestana	rgd	07apr08	owned by Rimos Ltd. of the British Virgin Island from 05mar08; in all-white c/s, no titles; f/n in VARZ-400 at VKO 03aug08; offered for sale 13may09 with t/t 7,811 hours and 2,355 cycles; last overhaul completed 17aug09; l/n in VARZ-400 at VKO 24nov09, registration on nose wheel door only; leased to Avialinii Dagestana 25nov09
	RA-85744	Tu-154M	South East	VKO	17jan10	owned by Rimos Ltd.; initially in all-white c/s; l/n as such AYT 26may10; f/n in South East c/s SAW 22jun10; leased by Rimos Ltd. to Avialinii Dagestana 01nov10; l/n SVO 28nov10; w/o 04dec10 on a flight from Moscow-Vnukovo to Makhachkala when the flight engineer committed a mistake while manually transferring fuel from one tank to another, engines # 1 and 3 started to work irregularly 8 minutes after take-off and eventually flamed out 6 minutes later at a height of some 9,000 metres (engine # 2 continued to work until the landing, but not without problems), the crew did not try to restart the engines and decided to divert to Domodedovo 85 km from their current position, the aircraft arrived at Domodedovo in freezing rain 28 minutes after departure, came in too fast, was not able to align with the runway, touched down very hard on the grass, crossed runway 32R, collided with a 6 metres high earth wall and came to rest 9 metres in front of the concrete perimeter wall, with the fuselage severed just in front of the wings and the right wing and tail severed as well, 2 of the 163 passengers killed and 6 of the 8 crew plus 86 passengers injured; t/t 9,288 hours and 2,985 cycles; wreck (N55.428885 E37.899808) still present by nov12
92A928	RA-85745	Tu-154M	Meta Aviotr.Maced.	mfd	30sep92	lsf AFL/Vnukovo; f/n BSL 27nov92; trf 29aug95 to Vnukovo Airlines; l/n VKO 24aug97
	RA-85745	Tu-154M	Omskavia	rgd	13nov97	soc and canx 20jan98 as to Iran
	EP-MAT	Tu-154M	Iran Air Tour	lsd	10feb98	rgd 01apr98; f/n DXB 31mar98; l/n THR oct02; leased from Omsk Avia until 16aug03
	EP-MHR	Tu-154M	Mahan Air	rgd	21apr03	f/n DXB 08may03; l/n DXB 15apr04
	RA-85745	Tu-154M	Omskavia	DME	20mar05	already in fleet list nov04; opf Domodedovo Airlines; all-white c/s with titles; l/n DME 25jun05
	RA-85745	Tu-154M	Domodedovo Air.	HAI	16jul05	operator's certificate revoked 01nov08; seen wfu at DME, slowly being cannibalised aug09/may10; seen being broken up 14apr11
92A929	RA-85746	Tu-154M	KavMinVody Avia	mfd	10sep92	on charge as of 01jan93
	RA-85746	Tu-154M	Kish Air	THR	apr93	
	EP-LAD	Tu-154M	Kish Air	THR	23aug94	l/n ARN 16dec94, leased from KavMinVody Avia
	RA-85746	Tu-154M	KavMinVody Avia	trf	15dec94	seen LED 02sep95 in Aeroflot c/s, no titles; CoFR renewal 21nov95
	EP-BON	Tu-154M	Bon Air	rgd	01jan96	leased from KavMinVody Avia
	RA-85746	Tu-154M	KavMinVody Avia	SNN	24feb96	rolled out this date
	EP-MAG	Tu-154M	Eco Air	SVO	ear1997	in basic KMV c/s, all blue tail with logo and titles as such
	EP-MAG	Tu-154M	Iran Air Tour	THR	mar97	leased from KavMinVody Avia photo exists SVO 1997
	EP-MAV	Tu-154M	Iran Air Tour	lsd	15jul98	l/n MHD oct01; leased from KavMinVody Avia until 14jul02; see f/n below for KMV
	RA-85746	Tu-154M	KavMinVody Avia	rgd	08aug02	already f/n VKO 28jun02; seen STW 05aug11, active; l/n MRV sep11/dec13, stored; broken up at MRV aug15
92A930	RA-85747	Tu-154M	AFL/West Siberia	mfd	15oct92	on charge as of 01jan93; in full Aeroflot c/s; f/n BOJ 15aug93
	RA-85747	Tu-154M	Aerokuznetsk	trf	31mar94	f/n CGN 31jun99; l/n DME 21aug99; renamed Aerokuzbass sep00
	RA-85747	Tu-154M	Chelyabinsk Avia	FRA	11jul00	l/n DME 05sep00; leased from Aerokuzbass; in basic Aeroflot c/s with Chelyabinsk Avia logo behind the nose
	RA-85747	Tu-154M	Aerokuznetsk	rgd	18dec02	canx 21jun02 as leased to Iran; still in fleet list 01oct03 as leased to Iran
	EP-EAD	Tu-154M	Aria Air	rgd	29jun02	f/n DXB 01aug02; l/n SHJ feb03
	RA-85747	Tu-154M	Airlines 400	DME	oct03	l/n DME 06nov03; not on Russian register feb04 !; reg probably just used whilst on overhaul; see next line
	EP-EAD	Tu-154M	Aria Air	SHJ	12jan04	l/n SHJ 29feb04, photo proof, see rgd next line
	EP-MBT	Tu-154M	Iran Air Tour	rgd	09jan04	c/n confirmed; lsf Aerokuzbass; f/n LNZ 07may04; without light blue cheatline since may05 and new c/s by dec05; l/n THR feb11/may16, stored
92A931	RA-85749	Tu-154M	AFL/West Siberia	mfd	15oct92	on charge as of 01jan93
	RA-85749	Tu-154M	Aerokuznetsk	trf	31mar94	f/n VKO 19sep94, in Aeroflot c/s and titles
	RA-85749	Tu-154M	Aerokuznetsk	DME	25aug97	l/n FJR 27mar99; renamed Aerokuzbass sep00; soc and canx 12feb01 as leased to Iran
	EP-MBM	Tu-154M	Iran Air Tour	lsd	12feb01	f/n DXB dec01; leased from Aerokuzbass until 17feb03
	RA-85749	Tu-154M	Aerokuzbass	rgd	01oct03	
	EP-MBQ	Tu-154M	Iran Air Tour	SYZ	18apr04	c/n confirmed; lsf Aerokuzbass; new c/s by summer 2006; l/n THR 24jul09; seen THR feb11/may16, stored
92A932	RA-85750	Tu-154M	AFL/Privolzhsk	mfd	31oct92	toc 31oct92; l/n KUF 25apr93; in full Aeroflot c/s; reported for Vak-Rosat; seen CTU 02nov93, opb Sichuan Airlines
	RA-85750	Tu-154M	Air Volga	PEK	26oct95	
	RA-85750	Tu-154M	Omskavia	trf	16apr96	soc 21feb97 as leased to Iran
	EP-MAR	Tu-154M	Iran Air Tour	THR	28mar97	leased from Omskavia in basic Omsk c/s; l/n DXB 27mar99; still on register sep99
	RA-85750	Tu-154M	Omskavia			in dec99 fleet list
	EP-MBE	Tu-154M	Iran Air Tour	lsd	06mar00	leased from Omskavia until 05mar01; f/n SVO 23may00; l/n SVO 18jul00
	RA-85750	Tu-154M	Omskavia, n/t	SVO	13apr01	canx 21feb00 as leased to Iran
	EP-MHV	Tu-154M	Mahan Air	SHJ	27jan02	l/n DXB 09feb03
	RA-85750	Tu-154M	Omskavia	rgd	21aug03	in white c/s with titles; f/n DME 11jul04; seen LED 24mar07 and DME 23dec07 whilst leased to KrasAir; seen DME 20oct08 and UUS 30aug08 with 'Omskavia' titles; reportedly stored by oct08; operator's certificate revoked 05oct08; stored at KJA, l/n jul10
92A933	RA-85751	Tu-154M	Aeroflot	mfd	06nov92	rgd 10dec92; f/n DME 01sep93
	RA-85751	Tu-154M	TyumenAviaTrans	VKO	30jun96	not in 1998 fleet list
	RA-85751	Tu-154M	Gazpromavia	rgd	07aug98	f/n TAT 02jan99; l/n VKO 23feb08; repainted in new c/s with tail emblem only, f/n as such VKO 03may08; l/n UFA 02jun16
92A934	RA-85752	Tu-154M	AFL/Far East	mfd	13nov92	toc 01jul93; f/n DME 02sep93
	RA-85752	Tu-154M	Omskavia	trf	08dec94	f/n FRA 29mar97; l/n CGN 11sep99
	EP-MBF	Tu-154M	Iran Air Tour	lsd	06mar00	leased from Omskavia until 05mar02; f/n SVO 16may00; l/n DXB 29dec01
	RA-85752	Tu-154M	Omskavia	rgd	04mar02	l/n DXB 28mar02; l/n DME 08oct02; in fleet list nov04 as 'leased to Dalmashlizing'; operator's certificate revoked 05oct08
	RA-85752	Tu-154M	Dalavia	arr	06mar03	leased from Omskavia; f/n KHV 19aug03; in white/light grey c/s with titles and tail logo; operator ceased operations 19oct08; stored at KHV, seen mar09/apr11; in the process of being broken up at KHV sep14
92A935	RA-85753	Tu-154M	AFL/Far East	mfd	13nov92	toc 01jul93; f/n LED 20aug93
	RA-85753	Tu-154M	Amurtransaero	trf	08dec94	
	RA-85753	Tu-154M	Pulkovo Avia	rgd	21aug98	l/n LED 02feb99, in Aeroflot c/s and titles
	RA-85753	Tu-154M	Pulkovo Avia	DUS	19apr99	seen SZG 13jan07 with add 'Rossiya' titles
	RA-85753	Tu-154M	Rossiya Russian Airlines	LED	26feb07	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n LED 01jun10, wfu; broken up LED dec10
92A936	RA-85754	Tu-154M	Aeroflot	mfd	20nov92	f/n IST 03nov93; l/n BRQ 18aug94/15apr95, impounded
	EX-85754	Tu-154M	Zveyezda Azii			'Star of Asia', ever as such ?, see next line
	RA-85754	Tu-154M	Aeroflot	rgd	29may95	f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles
	RA-85754	Tu-154M	Chelyabinsk Avia	DME	29jun98	in basic Aeroflot c/s without titles; l/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose
	EP-MHD	Tu-154M	Mahan Air	DXB	22may01	l/n AYT 05jul01
	RA-85754	Tu-154M	Enkor	IST	17dec01	leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; l/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; l/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework
	RA-85754	Tu-154M	no titles	VKO	06sep08	owned by an off-shore company; in all-white c/s; l/n DME 14mar09
	RA-85754	Tu-154M	Aviaenergo	DME	25jun09	in all-white c/s; l/n DME 20mar11
	85754	Tu-154M	SibNIA	OVB	28apr11	in all-white c/s with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; l/n SGC 20jan17, active
92A937	RA-85755	Tu-154M	AFL/Northern-MMK	mfd	23sep92	on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s
	RA-85755	Tu-154M	Murmansk Airlines	trf	22nov94	l/n TFS 09oct96, still in full Aeroflot c/s

	RA-85755 RA-85755	Tu-154M Tu-154M	Murmansk Airlines TyumenAviaTrans	DME rgd	07jul98 11may01	l/n LED 20oct00 named 'Vasilii Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; l/n VKO 28aug02
	RA-85755	Tu-154M	UTair	rgd	29may03	named 'Vasilii Bakhilov'; carried the coat-of-arms of the city of Yugra on the fin; f/n DME 22jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; l/n DME 31jul11; broken up 26sep13
92A938	RA-85756 RA-85756	Tu-154M Tu-154M	Touch & Go Airl. Daghestan Airlines	mfd trf	27nov92 10dec95	f/n LCA 26jan93, with 'Konveyer' titles on left side and 'Touch & Go Airlines' on right side however, still seen SHJ 05feb96 with 'Konveyer' titles on left side and 'Touch & Go Airlines' titles on right side (Konveyer is the Russian translation of Touch & Go); l/n VKO 24aug97
92A939	RA-85756 RA-85757 EP-ITI RA-85757 EW-85757 EW-85757 EW-85757 EW-85757 EW-85757 RA-85757 EP-MHX RA-85757	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Daghestan Airlines Baikalavia Iran Air Tour Igl ZAO Gomelavia Imair Gomelavia Continental Aw Belavia c/s, n/t Mahan Air Alosa	rgd mfd GOT rgd HAJ DME HAJ IST DXB	26apr98 25nov92 21oct93 20nov95 18jul97 08jul98 07jul99 07jan00 28apr00 19oct01	l/n SHJ 18mar01; l/n VKO 27oct11; seen MCX mar12/may15 stored toc 01dec92 l/n 27aug94 never painted as such, see next line ! in basic Belavia c/s with Azerbaijan flag confirmation welcome, see next line operated by Continental Airways; l/n in VARZ-400 21aug01
92A940	RA-85758 RA-85758 EP-TQE RA-85758 EP-MBN EP-MCM	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aerokuznetsk Qeshm Air Aerokuzbass Iran Air Tour Iran Air Tour	rgd trf SHJ rgd lsd MRV	12dec92 03mar94 26nov98 01feb01 12feb01 24sep07	l/n VKO 27jul03; l/n IKT 17dec16 on charge as of 01jan93; f/n RJK 05jun93, in full Aeroflot c/s f/n DME 16aug96; l/n FJR 18mar98 rgd 01apr99 !; l/n THR 01dec99; leased from Aerokuznetsk soc and canx 12feb01 as leased to Iran; still in fleet list 01oct03 as leased to Iran rgd 18feb01; f/n SHJ 09feb03; lsf Aerokuzbass per season; new c/s early 2006; l/n THR 05nov06 c/n confirmed; in white c/s with blue tail; damaged at SVO 03aug08, full details not yet known but believed nose wheel collapsed whilst parked; still seen SVO 18apr09, parked, but subsequently repaired; seen MHD 22oct09; l/n THR 22aug10; seen Esfahan HESA jan12, stored toc 25dec92; rgd 03feb93; f/n SVO 03may94; in full Aeroflot c/s; l/n SVO 21aug95 leased from Norlisk Nickel and carried additional 'Norlisk Nickel' titles; l/n LED 01dec98 last overhaul completed 05aug04; tail still in Murmansk Airlines colours until may05; l/n KBP operational 12jul08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 21,198.5 hours, without engines; stored at KJA, l/n oct09; broken up KJA jun10
92A941	RA-85759 RA-85759 RA-85759	Tu-154M Tu-154M Tu-154M	Aerovolg Murmansk Airlines KrasAir	mfd VKO SVO	15jul91 01jul98 10nov00	l/n VKO 12apr93, in full Aeroflot c/s l/n VKO 25jan94, in Aeroflot c/s and titles lsf Bratsk Air and returned by early 1997 soc 11feb97 as to Belarus l/n HAJ 07jul98 f/n SVO 22aug99, in basic ex Gomelavia c/s, with dark blue tail and engines, no titles; l/n BCN jul01, as such; seen ALC 13jul02 with small titles and tail logo; seen PED 30apr04 in full c/s; l/n SVO 04jul04 reportedly trf dec04; l/n LED 24sep09; last flight 31dec09 in basic Aeroflot c/s with 'KMV' titles; l/n DME may11 in basic Aeroflot c/s, no titles; seen ROV 17jul11, active; l/n VKO aug11/jun13 in VARZ f/n NAY 19mar96 in full CAAC c/s; later repainted; seen operational SIA 27may02; stored NAY, reported there without titles 21oct02 and l/n as such sep05; seen operational again in full c/s KMG mar06; l/n Danyang 22may09
92A942	RA-85760 RA-85760 EP-ITN RA-85760 EW-85760 RA-85760	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Bratsk Air Iran Air Tour Bratsk Air Gomelavia Continental Aw	mfd trf lsd no reports HAJ rgd	22dec92 20jan94 27aug94 jun97 11mar99	no titles with Chinese flag; l/n NAY 08may13 no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage rgd 23mar93; f/n DME 12apr93 named 'Kogalyim'; l/n DXB 02apr05 l/sf Kolavia since may05; 'Aria Air' titles and logo literally over Kolavia c/s; l/n DXB 02jan07 lsf Kolavia named 'Kogalyim'; l/n VAR 06jun07 lsf Kolavia; in full Kolavia c/s with titles and additional 'Taban Air' titles; l/n DXB 10dec09; returned to Kolavia
92A943	RA-85760 RA-85760 RA-85760 B-4027	Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Rus. Al KavMinVody Avia Continent China United Al	WAW MRV KJA rgd	08jan05 19mar10 21jun11 jun93	l/n DME 12apr14 stored f/n FRU jul93 l/n HAJ 26aug05; still in JP-07 c/n confirmed; in white c/s with red titles, cheatline and tail logo; l/n MUC 18feb17 toc 03mar93; f/n KUF 25apr93, in full Aeroflot c/s; sold to Tomsk Avia 13feb95 in basic Aeroflot c/s, only small titles under cockpit returned to Aero Volga 07oct95 operated for Tomsk Avia; l/n SHJ 30mar98 leased from Omskavia; l/n FRA 23jun02 f/n HAJ 05jul02; last overhaul completed 26feb03; l/n CGN 07nov04; soc 15nov04 as leased to Iran c/n confirmed in JP05/06; in basic Omskavia c/s with 'Mahan Air' titles; l/n DXB 29apr05 l/n TXL 16nov05; operator's certificate revoked 05oct08 c/n confirmed by JP; lsf Omskavia; in basic Omskavia c/s with 'Eram Air' titles and logo; wfu 01may08; l/n KUF 01may08; offered for sale by Omskavia 09feb09 with t/t 17,996 hours and 8,158 cycles, without engines parked off apron as such, stored; canx between 23may16 and 20jun16; l/n KUF 04jul16
	B-4027 B-4027	Tu-154M Tu-154M/D	Chinese Air Force Chinese Air Force	NAY NAY	dec10 22sep16	
92A944	RA-85761 RA-85761 RA-85761 RA-85761 RA-85761 RA-85761	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Tyumen Kolavia Aria Air Taban Air Kolavia Taban Air	mfd BUD DXB no reports ATH DXB	02mar93 07aug97 24nov05 reports 03jun07 21feb08	
92A945	RA-85761 RA-85762 EX-85762 EX-00001	Tu-154M Tu-154M Tu-154M Tu-154M	Kolavia Aeroflot Kyrgyzstan Al Kyrgyzstan	DME mfd FRU AYT	04sep10 02jan93 09may95 27feb09	
93A946	RA-85763 RA-85763 RA-85763 RA-85763 RA-85763 RA-85763 RA-85763 RA-85763 EP-MHQ RA-85763 EP-EKB	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk Aero Volga Georgia Air Prague Aero Volga, n/t Sibir Omskavia Mahan Air Omskavia Eram Air	mfd PRG PRG DME HAJ rgd DXB CGN THR	03mar93 17jun95 27jun95 21may96 19jun99 14jun01 14jan05 08jul05 07apr06	
93A947	RA-85763 RA-85764 UK-85764 UK-85764 UK-85764	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Omskavia Aeroflot Uzbekistan Airways Pakistan Intl Aw Uzbekistan Airways	KUF KGD TAS	22aug13 03jul94 05oct97	
93A948	RA-85767 RA-85767 RA-85767 RA-85767 RA-85767 RA-85767	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Touch & Go Al Aeroflot Pulkovo Avia Pulkovo Avia Rossiya Russian Al AFL/Privolzhsk	mfd LED trf rgd FRA mfd	24mar93 26oct94 22nov94 23apr97 01apr07 02mar93	
93A949	RA-85768 RA-85768 RA-85768 RA-85768	Tu-154M Tu-154M Tu-154M Tu-154M	Orenburg Airlines Orenburg Airlines Orenair	trf STR HAJ	25nov93 22apr95 14jul07	
93A950	B-4029 B-4029	Tu-154M Tu-154M/D	China United Al China United Al	rgd NAY	aug93 21apr97	
	B-4029	Tu-154M/D	Chinese Air Force	NAY	08may13	
93A951	RA-85769 RA-85769 RA-85769	Tu-154M Tu-154M Tu-154M	AFL/Northern-LED Pulkovo Avia Rossiya Russian Al	mfd trf rgd	15mar93 22nov94 12oct06	
93A952	RA-85770 RA-85770 RA-85770 RA-85770	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Northern-LED Pulkovo Avia Pulkovo Avia Rossiya Russian Al	mfd trf AGP DME	18mar93 22nov94 05may98 25jul07	
93A953	RA-85770 RA-85770 RA-85771 RA-85771 RA-85771	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Continent Alosa AFL/Privolzhsk Pulkovo Avia Pulkovo Avia	NOZ NOZ mfd trf PRG	18sep11 24oct11 26mar93 30mar95 16jan00	
93A954	RA-85771 RA-85772 RA-85772 B-2630 B-2630 B-2630	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Rossiya Russian Al AFL/Privolzhsk Surgut Avia Sichuan Airlines China Xinjiang ex China Xinjiang	CPH mfd trf rgd trf CTU	25mar07 21apr93 27apr94 1993 apr97 26sep99	
93A955	RA-85773 RA-85773 EP-TUB RA-85773 RA-85773	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Bashkirian Al Bashkirian Al Iran Aseman Al Bashkirian Al Shaheen Air Intl	mfd nov94 THR LCA DXB	21apr93 nov94 22mar97 20aug97 30may99	
	RA-85773	Tu-154M	Bashkirian Al	rgd	27jun02	

	RA-85773 RA-85773	Tu-154M Tu-154M	Iran Air Tour Continental Aw	Isd DME	sep05 05jul07	Isf Bashkirian Al in full c/s; f/n THR 10apr06, still in Bashkirian c/s; l/n THR 01sep06 Isf Bashkirian Airlines; in silver/white c/s with blue fin; l/n DME 22oct07; operator ceased operations mar08
93A956	RA-85773	Tu-154M	UTair	ROV	14aug10	l/n LED 04aug13
	RA-85773	Tu-154M	Kosmos	VKO	12jun14	l/n VKO 04jun15/07jul16 stored
	RA-85774	Tu-154M	Bashkirian Al	mfd	21apr93	toc 23apr93; rgd 07may93; f/n UFA 10jul93, in full Aeroflot c/s
	RA-85774	Tu-154M	Bashkirian Al	Isd	01jun93	f/n IST 18mar96; l/n IST 05nov97; lease ended 01jun98
93A957	RA-85774	Tu-154M	Gazpromavia	rgd	05jun98	f/n AAQ 01jul98; l/n operational VKO 19mar12; stored at ULY; l/n nov13
	RA-85775	Tu-154M	AFL/Privolzhsk	mfd	29apr93	toc 28oct93
	RA-85775	Tu-154M	AMITE AO	rgd	27jun94	toc 28oct93
	UN-85775	Tu-154M	Kazakstan Airlines	VIE	27feb95	l/n BUD 12oct96
93A958	UN-85775	Tu-154M	Kazak c/s, n/t	HAM	05jul97	l/n FRA 25jun00, operated by VIP Air
	UN-85775	Tu-154M	Air Kazakstan	HAI	14jul00	l/n ALA 26apr04; reported KZN 28aug04, stored
	EP-CPS	Tu-154M	Caspian Airlines	BUD	31aug05	c/n from JP-07; l/n DXB 02jul10; seen stored THR jan12
	UK-85776	Tu-154M	Uzbekistan Airways	mfd	06may93	f/n IST 18jun93; badly damaged when undercarriage collapsed on landing UFA 05sep01 but repaired, seen OVB jul05; seen ALA 27oct10; current on Uzbekistan register dec10; stored at TAS, l/n sep15
93A959	RA-85777(1)	Tu-154M	Bashkirian Al	mfd	12may93	f/n FJR 08nov95; l/n ASF 19may96
	RA-85777(1)	Tu-154M	Bashkirian Al	trf	09jun93	leased from Bashkirian Airlines
	EP-TUA	Tu-154M	Iran Aseman Al	THR	15mar97	l/n IST may98
	RA-85777(1)	Tu-154M	Bashkirian Al	EVN	19jun97	l/n IST may98
	RA-85777(1)	Tu-154M	Shaheen Air Intl	DXB	03apr99	l/n SHJ 19mar01; leased from Bashkirian Airlines
	RA-85777(1)	Tu-154M	Bashkirian Al	rgd	04dec01	f/n DME 15jan02; l/n SGC 06jul05
	RA-85777(1)	Tu-154M	Continental Aw	SVO	30jun06	leased from Bashkirian Airlines; carried additional small 'Aeroflot' titles; operator ceased operations mar08; l/n VKO 12jun09
	RA-85777(1)	Tu-154M	Atlant-Soyuz	AER	aug09	in all-white c/s with tail emblem and titles
	RA-85777(1)	Tu-154M	Zapolyarye	VKO	07nov09	l/n VKO 03dec09
	RA-85777(1)	Tu-154M	UTair	VKO	01jul10	in all-white c/s with very small titles behind the cockpit; l/n KGP 03oct13 as such without titles; seen VKO 29jun14, now with titles; l/n DME 05aug14
	93A960	RA-85777(1)	Tu-154M	Kosmos	MRV	30apr14
RA-85801		Tu-154M	LII Zhukovski	mfd	01jul93	
RA-85801		Tu-154M	Kolavia	PEE	16aug99	
RA-85801		Tu-154M	Omskavia	rgd	14apr00	soc and canx 03may00 as leased to Iran
EP-MBJ		Tu-154M	Iran Air Tour	Isd	14may00	leased from Omskavia until 13may02; f/n SVO 30may00; l/n DXB 20oct01
EP-MHT		Tu-154M	Mahan Air	DXB	05aug02	c/n confirmed in fleet list 06jan03; l/n DXB 08feb03
RA-85801		Tu-154M	Omskavia	rgd	21apr03	still in basic Kolavia c/s with own titles; f/n DME 17aug03; l/n OMS 30may05
RA-85801		Tu-154M	KrasAir	PEK	31may06	still in basic Kolavia c/s with own titles; wfu 13may08; l/n operational DME 06sep08; operator's certificate revoked 01nov08; offered for sale by Omskavia 09feb09 with t/t 14,244 hours and 7,173 cycles, but could not be sold; l/n KJA jul10, wfu; scrapped at KJA starting sep11, outer wings cut off by 28sep11 and last remains removed may12
RA-85802		Tu-154M	Chita Avia	mfd	06dec93	toc 08dec93 by Baikavia according to MGA document; rgd 20dec93; no reports
EP-MAN		Tu-154M	Iran Air Tour	THR	10mar97	leased from Chita Avia; l/n DXB 30oct99
93A961		RA-85802	Tu-154M	Chita Avia	DME	09nov00
	RA-85802	Tu-154M	Pskov Avia	UFA	12aug01	in full c/s
	RA-85802	Tu-154M	Chita Avia, n/t	rgd	30jan02	f/n DME 05jun02; l/n AER 28aug04
	RA-85802	Tu-154M	AeroBratsk	DME	11oct04	leased from Chita Avia since 01sep04
	RA-85802	Tu-154M	Dalavia	arr	29dec04	f/n OVB 06mar05; operator ceased operations 19oct08; seen KHV feb11/apr11, stored; broken up at KHV nov14
	RA-85778	Tu-154M	Aeroflot	mfd	20may93	f/n Ule 11sep93
	RA-85778	Tu-154M	Kolavia	BAK	02feb96	l/n DME 25aug97; in basic Aeroflot c/s with very small titles; not in 1998 fleet list
	RA-85778	Tu-154M	Gazpromavia	rgd	17oct97	f/n TAT 26dec98; reported seen SZG 01jan99 in basic Aeroflot c/s, no titles, operated by Atlant-Soyuz; in full c/s since at least may02; l/n VKO 03aug08, in new livery without titles; seen with Gazprom tail logo TIV 17aug08; l/n VKO 13jun16
	RA-85779	Tu-154M	Aeroflot	mfd	26may93	f/n VKO 28aug93
	RA-85779	Tu-154M	Air AJT	LCA	21aug94	
	93A962	RA-85779	Tu-154M	Pulkovo Avia	trf	01may95
RA-85779		Tu-154M	Pulkovo Avia	DUS	11jan98	l/n DUS 14jul06
RA-85779		Tu-154M	Rossiya Russian Al	MUC	10dec06	in basic Pulkovo c/s; l/n LED 19dec10, wfu; broken up dec10
RA-85780		Tu-154M	AFL/Privolzhsk	mfd	10jun93	mfd also given as 23jun93; toc 28oct93
RA-85780		Tu-154M	AMITE AO	rgd	27jun94	toc 28oct93
UN-85780		Tu-154M	Kazakstan Airlines	GMP	28apr95	l/n CGN 03oct98; official trf to Air Kazakstan 26sep96
UN-85780		Tu-154M	Air Kazakstan	SHJ	12dec99	l/n DXB 30dec03
EP-CPT		Tu-154M	Caspian Airlines	THR	03jun08	d/d may08; l/n DXB 24jan11; seen stored THR jan12
UN-85781		Tu-154M	Aeroflot	mfd	24jun93	l/n DMK 03aug93 with Kazakh flag
UN-85781		Tu-154M	Kazakstan Airlines	IST	03nov93	titles painted as 'Kazakhstan Airlines'; l/n FRA 07aug98; see trf date next line !
UN-85781		Tu-154M	Air Kazakstan	trf	26sep96	Almaty based; f/n HAJ dec98; last flight before bankruptcy of airline HAJ-PWQ-KSN on 29feb04; l/n ALA 18oct05
93A963	UP-T5406	Tu-154M	Atyrau Airways	DXB	06mar06	seen VIE 16mar07 in new c/s; l/n ALA 20feb08
	RA-85782	Tu-154M	Kazakhstan Emercom	ALA	10oct08	small Kazakh 'KR TZHM Kazaviyaktkaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan) titles on the nose l/h side and probably Russian 'Kazaviaspas MChS RK' titles on r/h side; seen ALA 10apr11 with additional 'Torch Relay' titles; l/n SAW 08aug11 as such; seen KBL 26sep11 without titles; stored at ALA, probably since nov13; l/n ALA jan17
	RA-85782	Tu-154M	AFL/Privolzhsk	mfd	09jul93	toc 28oct93
	RA-85782	Tu-154M	IDF Tatarstan	IST	sep94	operated by Iron Dragonfly
	RA-85782	Tu-154M	Air Volga	rgd	30jun95	f/n PRG 05dec95
	RA-85782	Tu-154M	China Xinjiang Al	KJF	19may96	full Air Volga colours with small China Xinjiang titles; soc and canx 29may97 as to Kazakhstan
	UN-85782	Tu-154M	VIP Air	HAM	21jun97	l/n ALA 04jan03; had additional 'Air Kazakstan' titles
	RA-85782	Tu-154M	Alosra	VKO	24jun05	outside VARZ; reports 'c/n checked as 917' aug05 proved to be in error; l/n DME 28apr14; seen MJZ 18jul16, stored
	RA-85783	Tu-154M	LII Zhukovski	mfd	jul93	rgd 06sep93; in Aeroflot c/s; f/n ZIA 31aug93; canx 07dec93 as to China
	B-4028	Tu-154M	China United Al	d/d	20may94	with CAAC titles; f/n NKG 01jun94; seen HKG 17feb04 with Chinese flag on tail and CAAC titles; l/n NAY 07nov12
	B-4028	Tu-154M	Chinese Air Force	NAY	01jun13	no titles
B-4028	Tu-154M/D	Chinese Air Force	NAY	29sep15	no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage	
93A964	RA-85784	Tu-154M	AFL/Tyumen	mfd	28jul93	toc 24may93, see mfd
	RA-85784	Tu-154M	Kolavia	trf	07jul93	rgd 10aug93; f/n DME 16jun94; in full Aeroflot c/s; l/n DME 14may95
	RA-85784	Tu-154M	Kolavia	DME	16aug96	named 'Kogalyim'; l/n AYT 16jul08
	RA-85784	Tu-154M	Taban Air	THR	17oct08	in Kolavia c/s with dual 'Kolavia' and 'Taban Air' titles; l/n l/n DXB 15mar10
	RA-85784	Tu-154M	Kolavia	LGG	18aug10	l/n SGC 28mar13/02may14, stored
	RA-85785	Tu-154M	Aeroflot	mfd	30jul93	f/n DME 01sep93
	RA-85785	Tu-154M	AFL/Northern-LED	trf	01nov94	
	RA-85785	Tu-154M	Pulkovo Avia	trf	22nov94	
	RA-85785	Tu-154M	Pulkovo Avia	rgd	23apr97	l/n AMS 21apr97, in Aeroflot c/s and titles
	RA-85785	Tu-154M	Rossiya Russian Al	DME	07jul07	l/n DUS 16jun97; seen DUS 07jan07 with additional 'Rossiya' titles; l/n SVO 20may07
	RA-85785	Tu-154M	Continent	ROV	06jun11	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; t/t 27,246 hours and 11,818 cycles by 01jan10; seen LED feb10/jun10, stored
93A965	RA-85785	Tu-154M	Continent	ROV	06jun11	in basic Pulkovo c/s with titles in Russian and English; l/n VKO mar12/jun13, stored with VARZ; broken up oct13
	RA-85786	Tu-154M	Samara	ZIA	31aug93	mfd given as 19oct93 in document; stored at SVO since may96, l/n 23aug97
	RA-85786	Tu-154M	Kolavia	rgd	31mar97	named 'Surgut'; f/n DME 23apr97; l/n TJM 09jul04
	RA-85786	Tu-154M	Enkor	LED	15aug04	
	RA-85786	Tu-154M	Kolavia	GNB	09jan05	returned; l/n DXB 16oct05, titles not reported
	RA-85786	Tu-154M	Aria Air	DXB	14nov05	Isf Kolavia; 'Aria Air' titles and logo literally over Kolavia c/s; seen as such KIH 02feb06; l/n THR 15apr06
	RA-85786	Tu-154M	Kolavia	TJM	22jun06	presumably just gone home for maintenance ?
	RA-85786	Tu-154M	Aria Air	THR	11nov06	l/n THR 26nov06; 'Aria Air' titles and logo over Kolavia c/s
	RA-85786	Tu-154M	Kolavia	DXB	21dec06	in full c/s; l/n DXB 13feb07
	RA-85786	Tu-154M	Taban Air	THR	01jun07	Isf Kolavia; in full Kolavia c/s with 'Taban Air' titles; l/n THR 18feb08; at OVB 01mar08 on maintenance;
	RA-85786	Tu-154M	Kolavia	VAR	06jun08	in full c/s; named 'Kogalyim'; seen in ARZ-411 at MRV feb09/aug11, wfu; scrapped at MRV feb12, only the tail remained by 25feb12
93A966	RA-85787	Tu-154M	AFL/Tyumen	mfd	23sep93	toc 24may93, see mfd
	RA-85787	Tu-154M	Kolavia	trf	05nov93	rgd 15nov93; f/n UFA 13jul94, in Aeroflot c/s and titles
	RA-85787	Tu-154M	Kolavia	SHJ	03nov96	named 'Surgut'; l/n DXB 19oct06
	RA-85787	Tu-154M	Taban Air	THR	15nov06	leased from Kolavia from 2006; initially in full Kolavia c/s with additional 'Taban Air' titles, seen aug09 in basic Kolavia c/s with 'Taban Air' titles, still named 'Surgut'; l/n DXB 30nov09; dbr 24jan10 on a flight from Esfahan to Mashhad (Iran) at dawn when the weather at Mashhad deteriorated and reached below minima levels (visibility 200 metres), but the pilot wanted to land because a passenger suffered from acute health problems, the decision to go around was taken too late and the aircraft came down very hard (with the main and nose gear at the same time), the nose gear collapsed, the right wing and the tail and later also the left wing broke off and the wreck caught fire, all 9 crew and 40 of the 154 passengers slightly injured
93A967	RA-85788	Tu-154M	Kaliningradavia	mfd	13sep93	rgd 16sep93; (jointly owned by Vnukovo); in basic Aeroflot c/s, no titles; f/n VKO 04may94; l/n DME 22nov01
	RA-85788	Tu-154M	East Line	DME	03dec01	leased from Kaliningradavia; l/n DME 19aug02
	RA-85788	Tu-154M	Aeroflot c/s, n/t	DME	28dec02	'East Line' sticker removed; flew DME-KGD 28dec02, returned to Kaliningradavia; l/n VKO 01feb03
	RA-85788	Tu-154M	Eurasia Airlines	rgd	04jan03	initially without titles; f/n VKO 12jan03; l/n without titles VKO 27jun03; f/n with titles VKO 18aug03
	RA-85788	Tu-154M	Kaliningradavia	rgd	13sep03	still in basic Aeroflot c/s, no titles; seen in VARZ-400 at VKO 21aug05, awaiting overhaul with zero hours left
93A968	RA-85788	Tu-154M	East Line	DME	03dec01	
	RA-85788	Tu-154M	Aeroflot c/s, n/t	DME	28dec02	
	RA-85788	Tu-154M	Eurasia Airlines	rgd	04jan03	
	RA-85788	Tu-154M	Kaliningradavia	rgd	13sep03	
	RA-85788	Tu-154M	Kaliningradavia	rgd	13sep03	

	RA-85788	Tu-154M	UTair	rgd	18apr06	not leased but bought; last overhaul completed apr06; f/n VKO apr06; named 'Boris Shcherbina' 19feb10 after a Soviet politician; l/n operational PEE 10sep10; suffered from a loss of electrical power probably in spring 2011, a repair was deemed economically not viable; wfu by jun11; sat wfu at Ufa, l/n apr13; broken up in late aug13
93A973	RA-85789	Tu-154M	Kaliningradavia	mfd	29sep93	rgd 04oct93; (jointly owned by Vnukovo); f/n VKO 04may94; in basic Aeroflot c/s, no titles; l/n HAJ 12aug00
	RA-85789	Tu-154M	Chelyabinsk Avia	rgd	09jun01	f/n DME 11jun01, in Aeroflot c/s, no titles; l/n VKO 23jul03
	RA-85789	Tu-154M	East Line	RHO	28aug03	l/n RHO 04sep03
	RA-85789	Tu-154M	Kaliningradavia	rgd	29sep03	seen LED 04apr05, wfu; seen in VARZ-400 21aug05/autumn 2005, awaiting overhaul with zero hours left, all paint stripped
	RA-85789	Tu-154M	UTair	VKO	apr06	leased from Avializing 28feb06/28feb12; last overhaul completed 26feb06; offered for sale by Aero Asia 02feb10 with t/t 13,558 hours and 5,334 cycles; l/n operational SGC 29oct11; sat wfu at VKO with titles and logos painted out, seen 20feb/02mar12; scrapped at VKO mar12, only front fuselage remaining by 23mar12; front fuselage left VKO for Komarovo on a flat-bed trailer 31mar12, to be used as an anti-terrorist trainer
93A974	RA-85790	Tu-154M	AFL/Yakutiya	mfd	07oct93	toc 13apr94; f/n YKS 08jul94, in full Aeroflot c/s
	RA-85790	Tu-154M	Sakha Avia	trf	20jul95	f/n SVO jul96
	LZ-LTC	Tu-154M	Balkan	LHR	08mar99	l/n BUD 20sep99; not in fleet list 31dec99
	EP-CPL	Tu-154M	Caspian Airlines	DXB	20nov99	l/n DXB 09sep00
	LZ-LTC	Tu-154M		VKO	07oct00	stored with faded but readable registration
	RA-85790	Tu-154M	Sakha Avia	rgd	16jan01	f/n SVO 03jun02; l/n SVO 10aug02
	RA-85790	Tu-154M	Yakutiya	YKS	14aug03	named 'Valeri Kuzmin'; l/n VKO aug10/oct12, in VARZ more and more parts missing; in the process of being broken up 26oct12
93A975	RA-85791	Tu-154M	AFL/Yakutiya	mfd	12oct93	toc 13apr94; in full Aeroflot c/s with additional 'Respublika Sakha' titles and Sakha flag; f/n CDG 07dec93
	RA-85791	Tu-154M	Sakha Avia	trf	20sep95	l/n SVO 14apr97; soc and canx 14jan01 as leased to Bulgaria
	LZ-LCB	Tu-154M	Bulgarian Air Ch.	VKO	02jun01	l/n FRA 12aug01
	EP-MBR	Tu-154M	Iran Air Tour	lsd	16oct01	leased from 'Sofia' until 16oct02; f/n THR oct02; photo, date unknown, at SHJ in basic Bulgarian Air Charter c/s with 'Iran Air Tour' titles
	RA-85791	Tu-154M	Yakutiya	SVO	18apr04	l/n operational VKO 06sep08; offered for sale 23oct08 with t/t 13,526 hours and 5,673 cycles; stored at YKS from late 2009, l/n oct11/jun12
93A976	RA-85792	Tu-154M	AFL/Privolzhsk	mfd	30dec93	f/n DME 04feb94, in full Aeroflot c/s
	RA-85792	Tu-154M	Samara	trf	04feb94	f/n KUF 20may96; l/n STR 15jun96
	EP-LAZ	Tu-154M	Kish Air	rgd	01mar97	f/n KUF 28may97; l/n DXB nov99; leased from Samara
	RA-85792	Tu-154M	Samara	rgd	27jul00	f/n BUD 26sep00; offered for sale nov06; l/n KUF 11aug08; operator's certificate revoked 30sep08
	RA-85792	Tu-154M	KavMinVody Avia	MRV	21jan10	in basic Samara c/s with large 'KMV' titles; l/n DXB 29mar11
	RA-85792	Tu-154M	Continent	KJA	06jun11	in basic Samara c/s, white, no titles; l/n VKO aug11/jun13, stored
93A977	RA-85793	Tu-154M	AFL/Yakutiya	mfd	21jan94	toc 13apr94; in full Aeroflot c/s with additional 'Respublika Sakha' titles and Sakha flag; f/n YKS 08jul94
	RA-85793	Tu-154M	Sakha Avia	trf	20jul95	f/n 10sep95; l/n ZRH 25dec04
	RA-85793	Tu-154M	Yakutiya	rgd	17jan03	f/n SVO may03; named 'Yefim Parakhin' between mar06 and aug06; l/n IST 25jan07; was already sold to Avialinii 400 30dec06
	RA-85793	Tu-154M	Airlines 400	VKO	22jul07	seen in VARZ-400 in basic Yakutiya c/s with small 'Avialinii 400' titles behind cockpit windows; l/n VKO 06sep08
93A978	EP-MCU	Tu-154M	Iran Air Tour	MHD	28mar09	all-white c/s with titles, blue tail with logo; l/n THR feb11/may16, stored
	RA-85794	Tu-154M	AFL/Yakutiya	mfd	26jan94	toc 13apr94; l/n YKS 13may95, in full Aeroflot c/s
	RA-85794	Tu-154M	Sakha Avia	trf	20jul95	f/n SHJ 09nov95
	RA-85794	Tu-154M	Polar Airlines	VKO	oct98	l/n UTP 05jan01
	RA-85794	Tu-154M	Yakutiya	rgd	11apr01	f/n SVO 26apr01; damaged 04jan05 on landing at Kittilä (Finland) when touched down early and hit landing lights, sustained some damage to the rear of the aircraft; repaired; l/n YKS mar13/japr15, stored
93A979	RA-85795	Tu-154M	Aeroflot	mfd	04apr94	rgd 26apr94; f/n DME 21may94; leased by VAK-Rosat to Sichuan Airlines; seen with 'Sichuan Airlines' stickers CAN 25mar95, active; soc and canx 11sep96 as to China; reportedly smuggled into China by Mou Qizhong; damaged between 1995 and 1999 in a hard landing at Chengdu, possibly resulting in a broken wing spar; seen stored at Chengdu in damaged condition 06jun99/mar03; sold in auction for 800,000 Yuan; reportedly canx 12nov03
	RA-85795	Tu-154M	Airflot Technics	photo		titles written in Cyrillic as 'Erflot Tekhniks'; ferried to Russia in late oct05 (possibly 30oct05 or 31oct05) and underwent repair and modernisation at Aviakor, receiving a new year in its c/n, now being 06A979
	RA-85795	Tu-154M	Kuban Airlines	r/o	29jun06	with 'sunflower' tail logo; f/f 07aug06; h/o 22aug06; f/n LED 29dec06; l/n VIE 13apr07
	RA-85795	Tu-154M	AviaPRAD	SVX	11may07	repainted at Bykovo apr07; in white c/s with red trim; airline ceased operations 11feb08; stored at CEK, l/n 22mar08
	RA-85795	Tu-154M	VIM-Avia	DME	24jun08	in basic AviaPRAD c/s with 'VIM-Avia' titles; l/n active DME 18aug08; stored at Krasnodar, l/n 05mar09
	RA-85795	Tu-154M	Aviaenergo	SHJ	05nov09	still in basic Aviaprad c/s; l/n PEE 08aug10
	RA-85795	Tu-154M	Continent	UUS	30apr11	still in basic Aviaprad c/s; l/n VKO aug11/sep15, stored; broken up at VKO dec15
93A980	RA-85796	Tu-154M	TyumenAviaTrans	mfd	08jul94	trf 15dec94; f/n VKO 30jun95; l/n VKO 07aug02
	RA-85796	Tu-154M	UTair	rgd	10dec02	f/n VKO 18aug03; named 'Viktor Muravlenko' after a Soviet oil industry manager; l/n VKO 23jun13
	RA-85796	Tu-154M	Kosmos	VKO	09aug13	initially in all-white c/s with the UTair logo changed into a blue circle, no titles; l/n as such SVX 27aug13; repainted in full c/s; f/n VKO 08nov13, as such; l/n ZIA 03oct14; used in the filming of the movie, 'The Crew' and destroyed after being set on fire at Zhukovskii 15oct14; remains still present 23oct14
93A981	RA-85797	Tu-154M	Aviaenergo	mfd	18dec93	rgd 10jan94; f/n FRA 27apr94; in new c/s from 2002; seen with additional 'Aeroflot' titles SVO 26sep03; last overhaul completed 11jul05; l/n SVO 05aug05; still in fleet list 01dec05; offered for sale 15may06 with t/t 16,608 hours and 6,187 cycles as of 14apr06
	RA-85797	Tu-154M	Aeroflot	SVO	02oct05	wet-leased from Aviaenergo; in basic Aviaenergo c/s with 'Aeroflot' titles; l/n SVO 26may06
	RA-85797	Tu-154M	Dalavia	trf	29jun06	arrived at KHV 29jun06, still in old c/s; repainted by Roand in new c/s 05jul06; Dalavia ceased operations 19oct08; l/n stored at KHV nov08; offered for sale 16jan2008; broken up at KHV nov14
93A982	RA-85798	Tu-154M	Aviaenergo	mfd	13jan94	rgd 20jan94; f/n VKO 22sep94; year in c/n confirmed on Russian register !
	RA-85798	Tu-154M	Tatneftaero	SHJ	dec98	l/n SHJ 03jan01
	EP-MBO	Tu-154M	Iran Air Tour	lsd	09jun01	f/n MHD oct01; l/n SHJ mar02; leased from Tatneftaero until 08jun02
	RA-85798	Tu-154M	Tatarstan	rgd	20jun02	f/n KZN 25jun02; l/n BCN 27jul02
	RA-85798	Tu-154M	East Line	DME	07apr03	leased from Tatarstan 29aug02/31dec04; additional 'Skylink' titles on nose by apr04; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n DME 08nov04
	RA-85798	Tu-154M	Tatarstan	KZN	16aug05	l/n KZN aug12/may13, stored; broken up Kazan jun13
94A983	RA-85799	Tu-154M	AFL/Northern-MMK	mfd	27may94	toc 27may94
	RA-85799	Tu-154M	Murmansk Air Trans	trf	16jun94	f/n SVO 17jun94, in Aeroflot c/s and titles
	RA-85799	Tu-154M	Trans-European	PMI	19jun97	leased from Murmansk Air Transport; seen RHO 26jul97
	RA-85799	Tu-154M	Murmansk Avia	MMK	17jun98	l/n SVO 05aug99
	RA-85799	Tu-154M	all-white c/s, n/t	SHJ	01nov00	
	RA-85799	Tu-154M	Tatneftaero	rgd	19mar01	l/n DXB 25may01, all-white c/s, no titles
	RA-85799	Tu-154M	Tatneftaero	DME	08jul01	with 'Tatarstan' titles; l/n BCN 24aug02
	RA-85799	Tu-154M	East Line	DME	17oct02	leased from Tatarstan 29sep02/31dec04; in Tatarstan c/s with 'East Line' titles and logo; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n SKG 04sep05
	RA-85799	Tu-154M	no titles	DME	17nov05	seen IST 13dec05, reported for Russkoye Nebo; seen Samara-Bezmyanka 07may06 in primer at factory; l/n AYT aug06
	RA-85799	Tu-154M	Tatarstan	GOJ	05oct06	in white c/s with logo and titles; seen IST 28jul11, damaged by an airport tug this date, which collided with the port wing causing fuel to leak onto the tarmac; l/n KZN 05oct13
94A984	RA-85799	Tu-154M	AK Bars Aero	KZN	23jan14	reported in AL; in white c/s with Tatarstan AL logo on the tail, no titles; l/n KZN may16/sep16
	RA-85800	Tu-154M	Buryatya Motam	mfd	15dec94	f/n DME 15may95
	RA-85800	Tu-154M	Pulkovo Avia	trf	end '95	f/n LHR 09dec95, Aeroflot c/s and titles; l/n AMS 20aug97
	RA-85800	Tu-154M	Pulkovo Avia	HAM	14feb98	seen SZG 13jan07 with add 'Rossiya' titles; l/n MUC 11mar07
94A985	RA-85800	Tu-154M	Rossiya Russian Al	LPA	15apr07	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n LED 01jun10, wfu; broken up LED dec10
	RA-85809	Tu-154M	Aviaenergo	mfd	05dec94	leased 01apr95, but owned later; f/n FRA 25feb95; seen with additional small 'Aeroflot Russian Airlines' titles jun05; seen SPU 12jan08 with just 'Aviaenergo' titles; l/n active ALL 06nov09; arrested because of Aviaenergo's debts 07jul11; l/n VKO jan12, stored, still in full Aviaenergo c/s; auctioned by Rosimushchestvo 12mar12; l/n VKO 23apr13, Aviaenergo colours but no titles; broken up at VKO nov14
94A986	RA-85809	Tu-154M	South East Al	VKO	20apr12	in basic Aviaenergo c/s; l/n VKO 26jun13
	RA-85805	Tu-154M	TyumenAviaTrans	mfd	27jul94	rgd 15dec94; f/n DME 07may95; l/n MUC 11mar03
	RA-85805	Tu-154M	UTair	rgd	10dec02	f/n VKO 22aug03; named 'Farman Salamanov' after one of the geologists who discovered oil in Siberia; new CoFR issued 29jan08; l/n operational VKO 01apr11; scrapped at UFA apr13, fuselage cut in two parts by 11apr13
94A987	RA-85806	Tu-154M	TyumenAviaTrans	mfd	06mar95	f/n SVO 16may95; trf 15jun95; l/n DME 28dec02
	RA-85806	Tu-154M	UTair	rgd	10dec02	f/n VKO 27jun03; l/n active VKO 21jul09; seen TJM apr10/feb14, stored; broken up at TJM jun14
94A988	RA-85807	Tu-154M	Ural Airlines	mfd	17mar95	rgd 10apr95; f/n CGN 31mar95; l/n SVX 08may12; in the process of being broken up 09jan13
94A989	RA-85808	Tu-154M	TyumenAviaTrans	mfd	28jul95	rgd 14aug95; f/n VKO 26aug95; l/n DXB jan03
	RA-85808	Tu-154M	UTair	rgd	10dec02	f/n DXB may03; named 'Pyotr Panov' 27apr05; l/n AER 26aug11; seen TJM 05may13 stored; broken up apr14
95A990	RA-85813	Tu-154M	TyumenAviaTrans	mfd	19may95	rgd 29may95; f/n VKO 01jul95; l/n VKO 06may03
	RA-85813	Tu-154M	UTair	rgd	10dec02	lsf Avializing 01nov02/01nov12; f/n DME 16aug03; named 'Vladimir Kuleshov' 18oct06 after the second director (1969/73) of the AFL Tyumen directorate; l/n TJM sep12/jun14, stored
01A991	RA-85811(2)	Tu-154M	all primer	Sae	30aug97	see c/n 90A831; c/n not confirmed but surmised as if allocated in order at factory
	RA-85843	Tu-154M	Rossiya	mfd	07may01	rgd 24may01; c/n confirmed !; f/n DME 02jun01; l/n VKO 05jul16
03A992	RA-85844	Tu-154M	Rossiya	Sae	10aug01	not delivered by aug02 !
	RA-85844	Tu-154M	Ural Airlines	mfd	14apr03	rgd 18apr03; f/n DXB 07may03; seen SVX mar12/aug13, stored; completely broken up by 20sep13
95A993	--	Tu-154M		Sae	jan96	stored at the factory; work on the aircraft stopped 28feb94; sold (on paper) by the leasing company Aviakor-Lider to the Yakutian NGO Tselevoiy fond budushchikh pokoleni Respubliki Sakha 30apr03 and passed on to OOO Vodolei plus 06mar07; contract annulled by a court order dated 25jun07; airframe not completed before production ceased in feb13

95A994	RA-85814	Tu-154M	Ural Airlines	ZIA	24aug95	mfd	05sep95; rgd 07sep95; seen SVX may12/may13 stored; in the process of being broken up 24jul13/03jul13
98A995	RA-85820	Tu-154M	TyumenAviaTrans	mfd	25aug98	mfd	seen unmarked in the Aviakor factory jan96, see c/n ..A1000; rgd 20oct98; named 'Roman Marchenko'; f/n VKO 19aug99; l/n FAO 21jun03
	RA-85820	Tu-154M	UTair	rgd	05dec02	rgd	named 'Roman Marchenko'; f/n SGC 25aug03; l/n active VKO 22aug09; seen TJM apr10/may13, stored; broken up may14
06A996	--	Tu-154M		Sae	jan96	Sae	stored at the factory
	RA-85816(2)	Tu-154M	primer	Sae	13aug99	Sae	l/n Samara-Bezymyanka 11aug01; see c/n 95A1006
	RA-85123(2)	Tu-154M	Kuban Airlines	r/o	01may06	r/o	f/n Samara-Bezymyanka 07may06, in full c/s; f/f 15may06 ?; mfd 02jun06; h/o 06jun06 at KRR; first scheduled service 14aug06; l/n BRU 03may07; see c/n 75A123
	RA-85123(2)	Tu-154M	AviaPRAD	BCN	02jun07	BCN	repainted at Bykovo may07; in white c/s with red trim; airline ceased operations 11feb08; stored at CEK, l/n 22mar08
	RA-85123(2)	Tu-154M	VIM-Avia	DME	25jun08	DME	in basic AviaPRAD c/s with 'VIM-Avia' titles; arrived from CEK 25jun08; l/n active DME 06sep08; l/n Krasnodar 05mar09, stored
	RA-85123(2)	Tu-154M	Aviaenergo	BCN	20jun09	BCN	still in basic AviaPRAD c/s with 'Aviaenergo' titles; l/n BCN 22sep10
	RA-85123(2)	Tu-154M	Continent	VKO	31jan11	VKO	still in basic AviaPRAD c/s with 'Continent' titles; seen KJA aug12, stored; with inscription æS Dnyom vozduzhnogo flota Rossiæ (Congratulations with the Anniversary of the Air Fleet of Russia) since at least dec13; l/n in a hangar KJA 02sep15, as such; photo Samara-Bezymyanka 05mar16
12A997	RA-85817(2)	Tu-154M	primer	Sae	jan96	Sae	stored at the factory, seen also 30aug97 and 13aug99; ordered by the Russian Air Force in VIP configuration 05sep08; both c/n and registration painted on by jan09, being worked upon; see c/n 95A1007
	RA-85041(2)	Tu-154M	Russian Air Force	f/f	09jul12	f/f	VIP aircraft; h/o 08aug12; rgd 21sep12; opb 6991 AvB at Chkalovski; in basic Rossiya c/s, small 'VVS Rossii' titles on fin; seen SVX 28jan13 with additional '223 LO' badge; l/n Samara-Bezymyanka 08feb17; see c/n 73A041
12A998	--	Tu-154M	primer	Sae	jan96	Sae	stored at the factory; ordered by the Russian Air Force 05sep08; the last ever Tu-154 completed
	RA-85042(2)	Tu-154M	primer	f/f	05dec12	f/f	l/n 21dec12 before entering the paint shop; see c/n 73A042
	RA-85042(2)	Tu-154M	Russian Air Force	h/o	19feb13	h/o	VIP aircraft; opb 223 LO at Chkalovski; in basic Rossiya c/s with 'VVS Rossii' titles on tail and '223 LO' badge; f/n in the Aviakor factory 19feb13; ferried to CKL 20feb13; rgd 01apr13; l/n GVA 24mar16
..A999	--	Tu-154M		Sae	jan96	Sae	stored at the factory; the Russian MoI showed interest in this aircraft in 2015
	RA-85819(2)	Tu-154M	bare metal	Sae	30aug97	Sae	c/n not confirmed, but surmised as if allocated in order at the factory; seen in bare metal with faded registration at the factory aug09/nov11; airframe not completed before production ceased in feb13; see c/n 97A1008
10A1000	--	Tu-154M	primer	Sae	jan96	Sae	stored at the factory; seen jan09 being worked on
	RA-85155(2)	Tu-154M	Russian Air Force	h/o	29apr10	h/o	VIP aircraft; opb 8 adon at Chkalovski; in basic Rossiya c/s, no titles; ferried to Chkalovski 29apr10; rgd 01jun10; seen PRG 25aug10 with 'VVS Rossii' titles on tail; see c/n 76A155; l/n CKL 11may16
07A1001	--	Tu-154M		Sae	jan96	Sae	stored at the factory
	RA-85057(2)	Tu-154M	Samara	mfd	30jul07	mfd	d/d 14dec07; VIP aircraft; rgd 26dec07; owned by and initially operated for the administration of the Samara region; h/o (on paper) 15apr07; f/f probably 04jul07; in white c/s with a large red/white/blue band along fuselage and fin and a Samara region coat-of-arms on the fin; initially carried additional 'Krylia Sovetov' (a Samara football team) titles; f/n BUD 03jan08; l/n as such TXL 20jan08; seen KUF 19jun08 with additional 'Natsionalnaya sbornaya komanda Rossii po futbolu' (Russian National Football Team) titles; the operator's certificate of Samara was revoked 30sep08; leased to Zapolyarye 13jan09; l/n DME 04sep10, still in full Samara colours; see c/n 74A057
	RA-85057(2)	Tu-154M	South East	STN	28may11	STN	leased to Avialinii Dagestana (dba South East) 13apr11 (for 2 years); in the same basic c/s as above; l/n VKO 07mar12
	RA-85057(2)	Tu-154M	UTair	VKO	21mar12	VKO	in the same basic c/s as above, original titles painted out and 'UTair' titles below the cockpit; l/n VKO 09jun13; may be 'donated' by Aviakor to the Russian Air Force as an attrition replacement for c/n 83A587 but bu mar16 offered for sale by auction
..A1002	--	Tu-154M		Sae	jan96	Sae	stored at the factory; airframe not completed before production ceased in feb13
00A1003	1003	Tu-154M	Czech Air Force	d/d	29jul00	d/d	export CoFA dated 14jul00; l/n operational PRG 10nov07; wfu nov07 with t/t 2,736 hours; offered for sale by STV Group 11jan08/mar09; stored at Kbely with serial painted out, l/n jul14; acquired dec14 by the Kunovice museum, photos as such Kbely 23dec14/09may15, in the process of slowly being dismantled; still present Kbely (N50.126493 E14.550471) 18sep15/28feb16; in the process of being transported by road to Zruc Air Park 16/17dec16; l/n Zruc 14jan17 still dismantled
08A1004	--	Tu-154M		Sae	jan96	Sae	stored at the factory
	RA-85084(2)	Tu-154M	FSB	mfd	09apr09	mfd	VIP aircraft for the higher echelons of the Federal Security Service; opb OAOSN at SVO, but officially in operator's certificate of Rossiya for insurance reasons; in white/light grey c/s with Belavia-style blue cheatline, no titles; h/o 10apr09; rgd 27apr09; l/n VKO 17jan17; see c/n 74A084
94A1005	RA-85812	Tu-154M	Aeroflot	mfd	23mar95	mfd	f/n SVO 16may95
	RA-85812	Tu-154M	Sakha Avia	trf	20jul95	trf	f/n SVX 20aug95; l/n VKO 24aug97
	RA-85812	Tu-154M	Sirair	SVO	mar99	SVO	
	RA-85812	Tu-154M	Sakha Avia	rgd	09jun99	rgd	f/n TOF 16sep99; l/n UTP 14jan02
	RA-85812	Tu-154M	Yakutiya	rgd	07aug02	rgd	f/n YKS 14aug03; l/n YKS 30mar13 stored ?
95A1006	RA-85816(1)	Tu-154M	Aeroflot	VKO	01jul95	VKO	official mfd 11jul95; rgd 08aug95; see c/n 06A996
	RA-85816(1)	Tu-154M	Bashkirian AI	rgd	08jul95	rgd	f/n DXB 05nov95; l/n IST 13jul98
	RA-85816(1)	Tu-154M	Transeuropan AI	SVO	nov98	SVO	seen DXB 30may99 and KHI 31jul99, but in which c/s ?, see next line
	RA-85816(1)	Tu-154M	Shaheen Air Intl	DXB	06sep99	DXB	leased from Bashkirian Airlines; l/n DXB 20jul01
	RA-85816(1)	Tu-154M	Bashkirian AI	UFA	15jan02	UFA	w/o 01jul02 on a flight from Moscow to Barcelona at night when the crew decided to follow the ATC controller's erroneous instructions to descend instead of the TCAS' resolution advisory to climb so that the aircraft collided at a height of 10,650 metres with Boeing 757-23APF A9C-DHL of DHL Airways over Lake Constance (southern Germany), broke up in 4 pieces and crashed near Überlingen, all 12 crew and 57 passengers (among them many children) as well as both pilots of the Boeing 757 killed; the air traffic controller held responsible for the accident was killed by a relative of one of the victims 24jan04; soc 01oct02
95A1007	RA-85817(1)	Tu-154M	Aviali.Tatarstana	mfd	28sep95	mfd	f/n IST 07dec95; see c/n 12A997
	RA-85817(1)	Tu-154M	Samara	trf	11oct96	trf	l/n BCN 02aug98; canx 06may99 and soc 16may99 as leased to Iran
	EP-LBM	Tu-154M	Kish Air	rgd	01may99	rgd	f/n DXB 03dec99; l/n SHJ 19mar00; leased from Samara and in basic ex-Samara c/s; l/n KUF 28jun02 no reg or titles but M on nose wheel door
	RA-85817(1)	Tu-154M	Samara	rgd	24aug04	rgd	f/n KUF 08jul04; l/n as such KHV 05sep06; seen with additional small 'Krasnoyarskiye avialinii' titles GOJ 20jul07; operator's certificate revoked 30sep08; l/n active VVO 28may09; seen KJA mar11/aug12, stored; broken up at KJA nov14
97A1008	RA-85819(1)	Tu-154M	Tyumen Airlines	mfd	15jul97	mfd	rgd 20jul97; f/n DME 20aug97; l/n SHJ 04apr98 with additional 'Yamal' titles; see RA-85819(2) with surmised c/n ..A999
	RA-85819(1)	Tu-154M	Yamal	SVO	may99	SVO	l/n TJM 22jun06
	RA-85819(1)	Tu-154M	UTair	VKO	22jul07	VKO	l/n VKO 24apr08
	EP-TBA	Tu-154M	Taban Air	DXB	02mar09	DXB	l/n KIH 20dec10; seen MHD jan12/may16, stored
97A1009	RA-85828	Tu-154M	Daghestan Airlines	mfd	20dec97	mfd	rgd 13jan98; f/n VKO mar98; named 'Rasul Gamzatov' after a famous Daghestani poet; carried additional small 'Moi Dagestan' (My Daghestan) titles on the nose since at least apr02; l/n SHJ 06dec11; seen stored MCX 23mar12; photo DMB 10jul12, stored in full c/s, no titles
95A1010	UP-T5409	Tu-154M	Kaz Air Trans	SAW	12aug12	SAW	all-white c/s, titles and tail logo only; seen DMB 31aug12/24jun13 probably stored; l/n FRU 04may15
	EW-85815	Tu-154M	Belarus Government	DTW	26oct95	DTW	mfd aug95 ?; named 'Belarus'; l/n MSQ 01nov16
98A1011	RA-85840	Tu-154M	Daghestan Airlines	mfd	28dec98	mfd	d/d 30dec98; rgd 02may99; with additional 'Wella' logo FRA dec00; l/n VKO 21aug02
	RA-85840	Tu-154M	Eurasia	rgd	17sep02	rgd	was already f/n VKO 06sep02; l/n VKO 24aug03
	RA-85840	Tu-154M	Daghestan Airlines	rgd	28oct03	rgd	f/n VKO 24jun06; l/n DME 19jun11
	RA-85840	Tu-154M	South East	VKO	29aug11	VKO	l/n SAW 16oct11, active; seen MCX jun13/may15, stored
98A1012	OM-BYR	Tu-154M	Slovak Government	d/d	19mar98	d/d	export CoFA dated 18mar98; in white c/s with blue and red trim, 'Slovenská Republika' titles; l/n BTS 11aug16
98A1013	4K-AZ10	Tu-154M	Azerbaijan Gvt	d/d	mid-98	d/d	initially with 'Azerbaijancan' titles and Azerbaijani flag, l/n as such in late 2005; repainted in full Azerbaijan Airlines c/s (with 'Azerbaijan' titles and 'AZAL' logo on fin) in 2006 for passenger flights, named 'Absheron'; f/n as such WAW 21may07; seen LUX 22mar13; l/n GYD oct15, stored
98A1014	OM-AAA	Tu-154M	Slovak Airlines	mfd	30dec97	mfd	Tu-154M-100; export CoFA dated 14jan98; d/d 16jan98; named 'Púchov' after a town in north-western Slovakia; l/n BTS 04oct03; ferried BTS-VKO-Samara-Bezymyanka 27oct03
	RA-85834	Tu-154M	Pulkovo	rgd	05dec03	rgd	f/n HEL 04jun04; l/n HAM 17sep06
	RA-85834	Tu-154M	Rossiya Russian AI	rgd	12oct06	rgd	initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such SXF 14oct06 and l/n as such CDG 21jan07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such DUS 04mar07; excluded from the operator's certificate 29dec09; CoFA expired 30dec09; t/t 14,351 hours and 6,257 cycles by 01jan10; sat wfu at LED, seen jun10/jul13; scrapped at LED aug13, tail cut off by 13aug13; sold as scrap metal 27aug13, for USD 12,000
98A1015	OM-AAB	Tu-154M	Slovak Airlines	mfd	07may98	mfd	Tu-154M-100; had -85923 allocated; export CoFA dated 05may98; d/d 08may98; named 'Gerlach' after the highest mountain of the High Tatras; l/n PMI 06jul01
	OM-AAB	Tu-154M	Balkan	LHR	01oct01	LHR	leased from Slovak Airlines; in basic Slovak Airlines c/s with own titles and Slovak Airlines logos; l/n STR 21sep02
	OM-AAB	Tu-154M	Slovak Airlines	BTS	14dec02	BTS	now without titles (with logos only); l/n SVO 29sep03; ferried BTS-VKO-Samara-Bezymyanka 20oct03
	RA-85835(2)	Tu-154M	Pulkovo	rgd	05dec03	rgd	f/n LED 02jul04; l/n DUS 10sep06; see c/n 85A716
	RA-85835(2)	Tu-154M	Rossiya Russian AI	rgd	12oct06	rgd	initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such DUS 07oct06 and l/n as such DUS 21jan07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such KRR 11feb07; excluded from the operator's certificate 29dec09; t/t 14,421 hours and 6,369 cycles by 01jan10; CoFA expired 07may10; sat wfu at LED, seen jun10/jul13; scrapped at LED aug13; sold as scrap metal 27aug13, for USD 12,000
96A1016	OK-BYZ 1016	Tu-154M	Czech Government	mfd	10dec96	mfd	export CoFA dated 10dec96; rgd 12dec96; d/d 14dec96; the sole Tu-154 delivered in 1996; canx 31dec98
		Tu-154M	Czech Air Force	trf	31dec98	trf	l/n operational PRG 06nov07; wfu nov07 with t/t 3,725 hours and 1,954 cycles; offered for sale by STV Group 11jan08/03oct10; stored at Kbely with serial painted out, l/n jul14; acquired dec14 by the Olomouc museum, photos as such Kbely 23dec14/09may15, in the process of slowly being dismantled, still present Kbely sep15/apr16; in the process of being dismantled again 14may16; transported by road 23sep16 to Kunovice

97A1017	--	Tu-154M	bare metal	Sae	27jun02	bare metal; was planned for delivery to the Ukrainian government; airframe not completed before production ceased in feb13
98A1018	OM-AAC	Tu-154M	Slovak Airlines	mfd	03sep98	Tu-154M-100; export CoFA dated 01sep98; d/d 12sep98; named 'Detva' after a town in central Slovakia; l/n as such HRG 21oct03; adorned for a movie with 'Air Center' titles and a German flag, seen as such Tökök 30sep99; back at BTS 10oct99; adorned with 'Markiza Televizia' (a local TV station) advertising; f/n as such PRG 23mar01; l/n as such BTS 20jul03; ferried BTS-VKO-Samara-Bezmyanka 11nov03
	RA-85836(2) RA-85836(2)	Tu-154M Tu-154M	Pulkovo Rossiya Russian Ai	rgd rgd	05dec03 12oct06	f/n LGW 29aug04; l/n DUS 02sep06; see c/n 85A717 initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such DUS 22oct06 and l/n as such BUD 10jan07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such CDG 18feb07; excluded from the operator's certificate 29dec09; t/t 13,647 hours and 5,861 cycles by 01jan10; CoFA expired 03sep10; sat wfu at LED, seen aug10/jul13; scrapped at LED aug13, tail cut off by 24aug13 and only small pieces remained by 22aug13; sold as scrap metal 27aug13, for USD 12,000
05A1019	RA-85019(2)	Tu-154M	FSB	f/f	08dec05	official mfd 14apr06; VIP aircraft for the higher echelons of the Federal Security Service; opb oao sn FSB at VKO, but officially in operator's certificate of Rossiya for insurance reasons; in white/light grey c/s with Belavia-style blue cheatline, no titles; h/o 20dec05; f/n SVO 02jul06; CoFR renewal 29oct10; l/n VKO 20jan17; see c/n 71A019
01A1020	RA-85833	Tu-154M	Ural Airlines	mfd	27sep01	rgd 10oct01; highest known completed c/n, but not the last Tu-154 built which is c/n 12A998; d/d 03jun02; f/n BCN 06jul02; seen DME 29mar09 in new colours (the only Tu-154 of Ural Airlines which received them); seen LED 18sep11 active; l/n SVX 11mar12/20aug12, stored
	RA-85833 RA-85833	Tu-154M Tu-154M	Tatarstan AK Bars Aero	rgd KZN	20nov12 28dec13	f/n KZN 27dec12; in basic ex-Ural Airlines c/s, with titles; l/n VKO 01dec13 in basic ex-Ural Airlines c/s, with titles; l/n KZN 03oct14/04jul16
	..A1021	--	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
	..A1022	--	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
	..A1023	--	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
	..A1024	--	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
	..A1025	--	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped

Tu-154s with unknown c/ns

---	CCCP-85278	Tu-154	Aeroflot	KBP	1992	and VKO 22apr93; not on Soviet or Russian Federation register !
---	RA-85280(2)	Tu-154M	all primer	Sae	30aug97	see c/n 78A280
---	RA-85479(2)	Tu-154M	Airlines 400/AFL	VKO	23mar05	in new Aeroflot c/s with 'A400' titles on nose, paintjob not authorized by Aeroflot and probably undone again; to RA-85740 ?; see c/ns 81A479 and 91A895
---	CCCP-85517	Tu-154	Aeroflot	VKO	26sep86	seen again KBP 19mar91 and VKO 22apr93; mispaint ?; according to the factory this registration never existed, and not on Soviet or Russian Federation register; see c/n 517
---	CCCP-85541 RA-85541	Tu-154B-2 Tu-154B-2	Aeroflot Aeroflot	LED SVO	29nov82 04jul93	not on Soviet or Russian Federation register ! seen again MSQ 08jul93 and SVO 30aug93 & 02sep93; regarding the number of sightings during this short period this must have been a mispaint !
---	RA-85826(2)	Tu-154M	all primer	Sae	30aug97	see c/n 89A812
---	EP-ARI	Tu-154M	Mahan Air	THR	dec98	l/n DXB 03apr99; in basic Aeroflot c/s
---	EP-IHK	Tu-154M	Iran Air Tour	THR	01dec99	confirmation on this registration welcome
---	EP-LBF	Tu-154M	Kish Air	DXB	13nov97	l/n DXB 18jan98
---	EP-LBX (2)	Tu-154M	Kish Air	DXB	25apr07	see c/n 87A763; seems impossible as Iran does not re-use registrations
---	HA-LCY	Tu-154M	Pannon Airlines		17may00	allocated without c/n; procedure interrupted by Pannon Airlines jun00
---	LY-LAU	Tu-154	Latpass	RIX	05apr02	never existed according Lithuanian CAA !; misread for YL-LAB ?

Tupolev Tu-160

The c/n is explained as follows: Prototypes; the first two digits are the product code (izd. 70); they are followed by the sequential number of the aircraft. Production aircraft; The construction number is explained as follows: The meaning of the first digit (8) of the construction number is not known, it might be a product code. The second digit seems to be the quarter of production and the third digit the year of production. The fourth and fifth digits are the number of the batch while the meaning of the sixth digit is not known, the seventh digit is the number in the batch and the last digit is probably relating to the number of the team of workers which assembled the aircraft.

3 Tu-160 prototypes built by MMZ "Opyt" (Factory # 156) in Moscow-Lefortovo and its outlet at Zhukovskii

70-00	--	Tu-160	Tupolev OKB			static test airframe in 1:3 scale
70-01	"18" grey	Tu-160	Tupolev OKB	mfd	jan81	first prototype, also referred to as 70-00 by the OKB; construction started in 1977; transported by road to Zhukovskii in summer 1980; ground system checks started 22oct80; r/o 18aug81; f/f 18dec81 from Zhukovskii; in natural metal Soviet Air Force c/s, initially without code; first M=1 flight jun85; f/n ZIA 16aug92; l/n ZIA aug97, derelict; probably scrapped
70-02	--	Tu-160	Tupolev OKB	mfd	1982 ?	static test airframe; tested to destruction by TsAGI; forward fuselage stored dismantled at Zhukovskii
70-03	"29" grey	Tu-160	Tupolev OKB	f/f	06oct84	second prototype, pre-production aircraft; in natural metal Soviet Air Force c/s, initially without code; established several world records 15may90; f/n ZIA 16aug92; seen stored ZIA aug03; was reportedly seen at Kazan-Borisoglebskoye around 2008/10; photo at Kazan-Borisoglebskoye 09aug14, stored

32 Tu-160 production aircraft built by KAPO (Factory # 22) in Kazan-Borisoglebskoye in 1984-2010

834 01 5 17	"30" grey	Tu-160S ?	Tupolev OKB	f/f	10oct84	from Kazan; line # 01-01; in Soviet Air Force c/s, the first Tu-160 painted in white; sat wfu at Zhukovskii, with the nose and two engines missing, seen aug92/aug07
844 01 9 23	"56" grey	Tu-160S ?	Tupolev OKB	f/f	16mar85	line # 01-02; in Soviet Air Force c/s; w/o 06mar87 when crashed on take-off due to an engine fire
825 02 6 18	"86" grey	Tu-160S ?	Tupolev OKB	f/f	25dec85	line # 02-01; in Soviet Air Force c/s; f/n ZIA 16aug92; sat wfu (without engines) at Zhukovskii, seen aug13; may be earmarked for display at Monino
845 02 3 24	"87" grey	Tu-160S ?	Tupolev OKB	f/f	15aug86	line # 02-02; in Soviet Air Force c/s; used as a flying test-bed for systems trials at Zhukovskii; f/n ZIA 16aug92; seen Zhukovskii aug93/aug95 with exhibition number '202'; arrived at KAPO for overhaul 12jul00, with t/t 900 hours (the first Tu-160 to undergo overhaul)
	"19" red	Tu-160S	Russian Air Force	h/o	05jul06	at Kazan-Borisoglebskoye; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Valentin Bliznyuk' 05jul06 after the chief designer of the Tu-160; arrived at Engels 05jul06
	RF-94113	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "19" red; opb 6950 AvB at Engels; with 'VVV Rossi' titles and Russian stars; named 'Valentin Bliznyuk'; attacked IS targets in Syria 19nov15; photo inside at KAZ 10mar16; l/n Kubinka 21may16
846 02 4 38	"30" red	Tu-160S	Soviet Air Force	mfd	1986	line # 02-03; d/d 25apr87; opb 184 tbap at Priluki; one of the first Tu-160s delivered to Priluki; was reportedly "10" red initially
	"30" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 31mar00
846 03 7 12	"31" red "31" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1986 1992	line # 03-01; opb 184 tbap at Priluki; was reportedly "11" red initially opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 25apr00
827 03 6 29	"32" red "32" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1987 1992	line # 03-02; opb 184 tbap at Priluki; was reportedly "12" red initially opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 02feb01
837 03 8 45	---	Tu-160S	Soviet Air Force á	no	reports	line # 03-03; reportedly a dynamic test airframe for fatigue trials
	"33" red "33" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1987 1992	line # 03-04; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 07jun00
847 03 4 53	"25" red "25" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1987 1992	line # 03-05; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 01dec00
847 04 2 17	"63" grey "342" black	Tu-160S Tu-160SK	Tupolev OKB Tupolev OKB	f/f LGB	22mar88 jun95	line # 04-01; in Soviet Air Force c/s; f/n ZIA 16aug92 demonstrator aircraft of the airborne SLV system; received the exhibition number from the Le Bourget airshow as its new code, displayed LBG jul95 and used call-sign 'RA-04217' on departure; with a full-scale mock-up of the 'Burlak' suborbital launcher rocket and seen again ZIA 19/24aug97; named 'Boris Veremei' 22dec05 after a Tupolev test pilot; l/n ZIA 22dec05
818 04 9 21	no code "26" red "26" red	Tu-160S Tu-160S Tu-160S	Tupolev OKB Soviet Air Force Ukraine Air Force	ZIA mfd trf	21aug07 30jun88 1992	l/n ZIA 07aug09, flying, to be modernised by KAPO in 2014 line # 04-02; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; soc 13nov00; last flight 30mar00 to Poltava (the last flight of a Ukrainian Tu-160) and preserved in the Ukrainian Air Force Museum there since, l/n mar16
828 04 7 34	"20" red "20" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 04-03; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 26nov99
828 04 5 47	"21" red "21" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 04-04; opb 184 tbap at Priluki; shown to the Chairman of the US Joint Chiefs of Staff, Admiral William Crowe, at Kubinka 13jun89 opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 24mar00
838 04 3 52	"22" red "22" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 04-05; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels in late 1999 or early 2000
	"14" red (2)	Tu-160S	Russian Air Force	r/r	2000 ?	opb 121 tbap (redesignated 6950 AvB in late 2009) at Engels; f/n Engels 17aug01; see c/n 81006741

	RF-94103	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "14" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Igor Sikorsky' after the famous Russo-American aircraft designer, f/n as such Engels 10nov12; l/n Engels 16aug14; under overhaul with KAZ at Kazan since at least nov15
848 05 8 13	"23" red "23" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 05-01; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 19oct00
848 05 4 25	"24" red "24" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 05-02; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; t/t 466 hours; scrapped at Priluki 14jan99 (as the first Ukrainian Tu-160 which was destroyed)
829 05 8 36	"16" red	Tu-160S	Soviet Air Force	mfd	1989	line # 05-03; c/n confirmed by Ukrainian Customs data base and a Ukrainian Air Force Tu-160 listing; opb 184 tbap at Priluki; shown to French Defence Minister Jean-Pierre Chevènement at Kubinka mar98
	"16" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; seen Kubinka mar93, still in full Soviet Air Force markings; seen Priluki 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and flown to Engels in late 1999 (as the second of the transferred Ukrainian Tu-160s)
	"16" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 17apr03; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Alexei Plokhov' 17apr03 after a famous bomber pilot and Hero of the Soviet Union; initially without titles and with Red Stars; l/n as such Engels 16aug05; last overhaul completed by KAPO 10apr09; f/n with 'VVS Rossii' titles and Russian stars Engels 15aug10, c/n checked on a plate on the nose-wheel strut as '81905836'
	RF-94107	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "16" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Alexei Plokhov'; l/n Engels 09oct13
839 05 1 42	"17" red "17" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 05-04; opb 184 tbap at Priluki opb 184 tbap at Priluki; named 'Priluki'; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels 19jan00
	"17" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Valeri Chkalov' 07feb04 after a famous Soviet test pilot of the 1930s; initially without titles and with Red Stars, l/n as such Engels 01nov05; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10
	RF-94110	Tu-160S	Russian Air Force	Eng	20aug11	also carried code "17" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Valeri Chkalov'; last overhaul completed by KAPO in 2011; attacked IS targets in Syria 20nov15
839 05 9 53	"15" red "15" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 05-05; opb 184 tbap at Priluki opb 184 tbap at Priluki; seen Priluki 15sep95 & 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and flown to Engels in late 1999 as the third of the transferred Ukrainian Tu-160s
	"15" red	Tu-160S	Russian Air Force	Eng	17aug01	opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Vladimir Sudets' 03dec04 after a Soviet Air Marshal; arrived with KAPO for overhaul in 2011
	RF-94108	Tu-160S	Russian Air Force	ZIA	mar14	also carried code "15" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Vladimir Sudets'; attacked IS targets in Syria 17nov15
849 06 2 17	"10" red "10" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 06-01; opb 184 tbap at Priluki opb 184 tbap at Priluki; on a photo with the Red Stars painted out, without Ukrainian markings; seen Priluki aug97 & 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and ferried to Engels 06nov99 (as the first of the transferred Ukrainian Tu-160s)
	"10" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; underwent heavy maintenance with KAPO in 2008; named 'Nikolai Kuznetsov' 09aug08 after a Soviet aircraft engine designer; initially without titles and with Red Stars, l/n ZIA 19sep09; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10
	RF-94100	Tu-160S	Russian Air Force	ZIA	12jul11	also carried code "10" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Nikolai Kuznetsov'; seen Engels 21sep13; l/n Engels feb17
849 06 8 26	"11" red "11" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 06-02; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels 21feb00 (as the last but one of the transferred Ukrainian Tu-160s)
	"11" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Vasili Senko' 15oct02 after a distinguished bomber pilot and Hero of the Soviet Union; l/n Engels 12apr11
	RF-94114	Tu-160S	Russian Air Force	Bly	24jun11	also carried code "11" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Vasili Senko'; last overhaul completed 28jan16; l/n over Moscow 09may16
849 06 3 35	"12" red	Tu-160S	Soviet Air Force	mfd	1988	line # 06-03; opb 184 tbap at Priluki; shown to US Secretary of Defense Frank Carlucci at Kubinka 02aug88
	"12" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; seen Priluki 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and ferried to Engels in late 1999 or early 2000
	"12" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Alexander Novikov' 21dec00 after a 1940s Air Chief Marshal; l/n Engels 01nov05; arrived with KAPO for heavy maintenance in 2011
	RF-94109	Tu-160S	Russian Air Force	Eng	early13	also carried code "12" red; with 'VVS Rossii' titles and Russian stars; named 'Alexander Novikov'; l/n Kubinka 07sep16
810 06 7 41	"14" red (1) "14" red (1)	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1990 1992	line # 06-04; opb 184 tbap at Priluki; established several world records 31oct89; see c/n 83804352 opb 184 tbap at Priluki; seen Poltava 24sep94 in full Ukrainian Air Force markings; l/n Priluki 22may98; t/t les6 than 100 hours; scrapped at Priluki 16jan99
820 06 4 58	"18" red	Tu-160S	Soviet Air Force	mfd	aug91	line # 06-05; ferried to Priluki oct91; opb 184 tbap at Priluki; shown to political and military leaders of the CIS at Minsk-Machulishchi 13feb92
	"18" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; never flew in Ukrainian Air Force markings; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels 21feb00 (as the last one of the transferred Ukrainian Tu-160s)
	"18" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; underwent overhaul with KAPO/KAZ from 10feb10
	RF-94111	Tu-160S	Russian Air Force	f/f	16nov14	after modernisation; also carried code "18" red; with 'VVS Rossii' titles and Russian stars; named 'Andrei Tupolev'; h/o at the KAZ factory 19dec14; l/n over Moscow 07may15
820 07 6 17	"01" red	Tu-160S	Russian Air Force	mfd	30dec91	line # 07-01; toc 16feb92 ?; opb 121 tbap at Engels; named 'Mikhail Gromov' 22feb99 after a famous Soviet test pilot; seen Engels 17aug01; w/o 18sep03 when crashed between Sovyetskoye and Stepnoye 40 km from Engels after an in-flight fire caused by a fuel tank which exploded because it had not been filled with nitrogen to save money; t/t 537 hours 58 minutes and 539 cycles
830 07 5 26	"02" red	Tu-160S	Russian Air Force	mfd	1992	line # 07-02; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Vasili Reshetnikov' 23dec99 after a 1970s commander of long-range aviation; seen Engels 17aug01; initially without titles and with Red Stars; underwent heavy maintenance with KAPO 05jul08/28dec09; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10
	RF-94102	Tu-160S	Russian Air Force	Bly	28jun11	also carried code "02" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Vasili Reshetnikov'; l/n Engels 21sep13
830 07 3 35	"03" red	Tu-160S	Russian Air Force	mfd	1992	line # 07-03; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; seen Engels 17aug01; named 'Pavel Taran' 31jul02 after a distinguished pilot and Hero of the Soviet Union; modernised by KAPO in 2003; President Vladimir Putin flew on it on a mission from Chkalovski to Olenegorsk 16aug05; underwent heavy maintenance with KAPO 20mar09/16aug10
	RF-94101	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "03/1" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Pavel Taran'; l/n Engels feb17
840 07 1 42	"04" red	Tu-160S	Russian Air Force	Eng	aug99	line # 07-04; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Ivan Yarygin' 06jan99 after a famous Soviet wrestler who won the Olympic gold medal in 1972; seen Engels 17aug01; underwent heavy maintenance with KAPO 20mar09/16aug10
	RF-94112	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "04" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Ivan Yarygin'; l/n Engels 21sep13
840 07 2 59	"05" red	Tu-160S	Russian Air Force	Eng	aug99	line # 07-05; opb 121 tbap (renamed 6950 AvB in 2009) at Engels; named 'Ilya Muromets' may95 as the back-up for "06" red for the Victory Day Parade; renamed 'Alexander Golovanov' 07aug99 after a 1940s commander of long-range aviation; seen Engels 17aug01; l/n Engels 01nov05; underwent heavy maintenance with KAPO from 02sep10
	RF-94104	Tu-160S	Russian Air Force	ZIA	12aug12	also carried code "05" red; opb 6950 AvB at Engels; named 'Alexander Golovanov'; with 'VVS Rossii' titles and Russian stars; l/n Engels 15sep14
843 08 2 16	"06" red	Tu-160S	Russian Air Force	ph.	09may95	line # 08-01; opb 121 tbap (renamed 6950 AvB in 2009) at Engels; named 'Ilya Muromets' 09may95 after a mythical Russian hero; f/n overhead Moscow 09may95; initially without titles and with Red Stars, see Engels 17aug01; l/n as such Engels 16aug05; underwent heavy maintenance with KAPO 19feb08/16jul09; seen with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10
	RF-94105	Tu-160S	Russian Air Force	Eng	16jun11	also carried code "06" red; opb 6950 AvB at Engels; named 'Ilya Muromets'; with 'VVS Rossii' titles and Russian stars; l/n Engels 22jul14, active
824 08 4 27	no code "07" red	Tu-160S Tu-160S	primer Russian Air Force	r/o d/d	23dec97 05may00	line # 08-02; f/f 10sep99 opb 121 tbap (renamed 6950 AvB in 2009) at Engels; named 'Alexander Molodchi' 27jun00 after a famous WWII bomber pilot and Hero of the Soviet Union; f/n Engels 17aug01; seen Engels jun04; tender for modification published 29jun09; l/n MYC 11sep08
	RF-94106	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "07" red; opb 6950 AvB at Engels; named 'Alexander Molodchi'; with 'VVS Rossii' titles and Russian stars; l/n Engels 21sep13
844 08 5 38	"08" red	Tu-160S	Russian Air Force	f/f	28dec07	line # 08-03; h/o 29apr08 at Engels and named 'Vitali Kopylov' after a former general manager of KAPO; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; prepared by KAPO for participation in the 2010 Victory Day Parade over Moscow
	RF-94115	Tu-160S	Russian Air Force	Eng	2013	also carried code "08" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Vitali Kopylov'; attacked IS targets in Syria 19nov15
---	--	Tu-160S	--			line # 08-04; on production line
---	--	Tu-160S	--			line # 08-05 ?; reportedly broken up at an early stage after the freezing of the production in 1992

Tupolev Tu-204 and Tu-214

The Tu-204 is similar in size and appearance to the B-757. It made its first flight on 2 January 1989 powered by Soviet Solovoyov PS-90 engines, but a version with Rolls-Royce RB211 engines is now in production at Ulyanovsk. After many problems, type certification was obtained on January 12th 1995 by which time Tupolev had received orders for 65 aircraft.

By the turn of the century, expected production was to have been 400 aircraft but on celebrating its tenth birthday only thirty aircraft had been built. By early 1995, a second line, for the Tu-214, was hoped to be opened at Kazan (factory # 22) from where the first aircraft made its maiden flight by 1995.

The decision of Aeroflot Russian International Airlines to turn its back on the Tu-204, 40 orders had been expected, was another set back for this suffering airliner. However, in Summer 1997, Aeroflot announced that they were again interested in both the Tu-204 and the Tu-214 to replace the ageing Tu-154s. Still, as Aviastar was unable to produce an aircraft to cope with various economical and environmental requirements at many of the destinations in Aeroflot Russian International Airlines international network, Aeroflot was forced to turn to the B-737 and the A-319.

As said, by early 2000, 30 aircraft were reported as having been completed but many remained undelivered. Requirements for the CIS are expected to be up to 700 aircraft, mainly as replacement for the Tu-154, of which older aircraft are now facing their thirtieth birthday. However, with the devastating economical situation in the CIS, achievement of this number will never take place.

The long, even for Russia, construction number does not suggest any more than the line number at the end. Emerging from the Tu-204 is the Tu-234, later named Tu-204-300. This version has a six-metre shorter fuselage and the first aircraft as such being RA-64001, an ex Tu-204.

All construction numbers are prefixed by 145074.

2 Tu-204 prototypes built by ANTK im. Tupoleva (former factory # 156) in Moscow-Lefortovo

# . . 64001	CCCP-64001	Tu-204	ANTK im. Tupoleva	mfd	1988	prototype; f/f 02jan89 from Zhukovski, still in bare metal; later in Aeroflot c/s; f/n LBG jun89 with exhibition number '305'
	RA-64001	Tu-204	ANTK im. Tupoleva	ZIA	06jul93	converted by ANTK im. Tupoleva outlet at Zhukovski in 1994/95 to, see next line
	RA-64001	Tu-234	ANTK im. Tupoleva	r/o	24aug95	non-flying prototype of the version Tu-204-300; f/n ZIA 24aug95; canx 15oct03; seen wfu at Zhukovski aug03/aug12
# . . 64002	--	Tu-204	ANTK im. Tupoleva	mfd	1988	static test airframe; reportedly tested to destruction

Tu-204 production aircraft built by 'Aviastar' at Ulyanovsk since 1990

# 3 1 64003	CCCP-64003	Tu-204	ANTK im. Tupoleva	f/f	17aug90	first production aircraft, but used for flight tests; in Aeroflot c/s; f/n LBG jun91 with exhibition number '371'; l/n ZIA 16aug92
	64003	Tu-204	ANTK im. Tupoleva	ZIA	1992	in Aeroflot c/s
	RA-64003	Tu-204	ANTK im. Tupoleva	ZIA	06jul93	in Aeroflot c/s, still with exhibition number '371'; wfu 1994; sold to Collins Finance Company 15oct03; seen ZIA aug04/aug09, wfu; scrapped at Zhukovski jul11; forward fuselage section cut off and transported on a flat-bed trailer from Zhukovski to St. Petersburg aug11, seen at Zhukovski 03aug11; reportedly to be used as a flight simulator and a cabin trainer
# 1 1 64004	CCCP-64004	Tu-204	ANTK im. Tupoleva	mfd	16mar91	in Aeroflot c/s; used for flight tests; f/n ZIA 16aug92
	RA-64004	Tu-204	ANTK im. Tupoleva	ZIA	03sep93	in Aeroflot c/s; used on commercial cargo flights
	RA-64004	Tu-204	Tupolev Aerotrans	ZIA	aug03	in basic Aeroflot c/s; temporary type certificate expired 02mar98; seen ZIA aug03/aug07, wfu; canx 22jul10; scrapped at Zhukovski starting 12dec10; nose section used for a cockpit and cabin evacuation trainer, transported on a flat-bed trailer from Zhukovski to the Tupolev complex at ul. Radio in Moscow 24/25dec10
# . . 64005	--	Tu-204	ANTK im. Tupoleva	mfd	1990	dynamic test airframe for fatigue trials at the SibNIA institute; fuselage was flown in an An-124 to Novosibirsk jul90; in bare metal, no registration visible on photo; l/n 2002; reportedly tested to destruction f/f 14aug92 ever taken up ?, see f/n date below; f/n ZIA 16aug92; l/n FAB sep92; converted to, see next line
# 3 1 64006	CCCP-64006	Tu-204	Bravia	mfd	25dec91	powered by Rolls-Royce RB-211-535E-4 engines; l/n ZIA 24aug95
	RA-64006	Tu-204-120	Bravia	LBG	jun93	still in basic Bravia c/s; l/n ZIA 23aug97
	RA-64006	Tu-204-120	Sirocco Aerospace	ZIA	19aug97	used on commercial cargo flights; wfu and stored without engines at the factory at Ulyanovsk, f/n 15aug01; offered for sale feb02 with t/t 520 hours, for \$ 22 million; aileron removed in 2005 and installed on RA-64019; removed from storage probably in early 2006 and converted to, see next line
	RA-64006	Tu-204-120	Aviastar/Tupolev	ZIA	19aug99	on production line; owned by PSK "Stroitel Astrakhani" from 2007; in storage at Ulyanovsk-Vostochny, seen mar09/aug13 and broken up there jun15
	06	Tu-204-100	primer	Ule	jun06	no reports
# 1 2 64007	CCCP-64007	Tu-204	ANTK im. Tupoleva	mfd	18mar92	prefix ROSSIYA; in Aeroflot c/s; converted to, see next line
	ROSS-64007	Tu-204	ANTK im. Tupoleva	PRG	05jun92	version painted on as Tu-204; in Aeroflot c/s; temporary type certificate expired 25aug94; seen ZIA aug03/aug12, wfu
	RA-64007	Tu-204S	ANTK im. Tupoleva	ZIA	06jul93	prefix ROSSIYA; no reports
# 3 2 64008	ROSS-64008	Tu-204	ANTK im. Tupoleva	mfd	1993	just underwent airline trials; converted to, see next line
	RA-64008	Tu-204	OryolAvia	VAR	27jun93	Tu-204-100S
	RA-64008	Tu-204-100	Aeroflot Rus. AI	SVO	04aug96	with large "Tu-204-100S" titles; l/n VKO 20aug99
	RA-64008	Tu-204-100	ANTK im. Tupoleva	VKO	16apr97	in experimental Aeroflot/Russian Aviation Consortium c/s with huge Cyrillic 'Tu-204-100S' titles and a small 'VA' badge; overhauled and test-flown, then stored without engines at the former Vnukovo Airlines maintenance base at VKO, in basic Aeroflot c/s without titles; canx but date unknown; l/n VKO (N55.601497 E37.256041) may00/jul15 in an ever deteriorating condition with more and more parts missing; broken up at VKO by 23dec15
	RA-64008	Tu-204-100	Vnukovo Airlines	VKO	23oct99	based at Zhukovski; f/n VAR 27jun93
# 4 2 64009	RA-64009	Tu-204	OryolAvia	mfd	1992	f/n ZIA aug95
	RA-64009	Tu-204	Aeroflot Rus. AI	trf	1995	Tu-204-100S, second aircraft converted to a freighter; f/n in experimental Aeroflot/Russian Aviation Consortium c/s; canx but date unknown; wfu before 2001 and stored at Zhukovski without engines, l/n aug12
	RA-64009	Tu-204-100	Aeroflot Rus. AI	ZIA	22may97	f/n LBG 10jun93; l/n SHJ 28nov94
# 3 1 64010	RA-64010	Tu-204	OryolAvia	mfd	12feb93	first Tu-204 converted to a freighter; presented at SVO 15mar95; used on the SVO-BKK route may/autumn 1995; canx but date unknown; stored at the factory in Ulyanovsk, f/n 23oct99, l/n 28jun05; removed from storage in 2007; converted to, see next line
	RA-64010	Tu-204S	Aeroflot Rus. AI	d/d	07apr95	Tu-204-300A (VIP aircraft with extended range); ground trials started 11jun09
	10	Tu-204-300	primer	Ule	31mar09	Tu-204-300A; VIP aircraft for 18 passengers; f/f 13aug09; in white c/s with belly striped in black, initially without titles; l/n as such Zhukovski 21aug09; seen ZIA 01dec09 with titles; l/n Ulyanovsk-Vostochny 16jan10; type certificate issued 19mar10
	64010	Tu-204-300	JSC Tupolev	Ule	09jul09	Tu-204-300A; VIP aircraft for 18 passengers; owned by VneshTorgBank Lizing; mfd changed in official documents; in white c/s with belly striped in black; h/o 07apr10; l/n VKO 30oct16
RA-64010	Tu-204-300	Biznes-Aero		mfd	26mar10	underwent airline trials with Vnukovo Airlines 25mar/20dec93 (or 25mar/20dec94 ?); f/n ZIA 03sep93; l/n MST 22jun94
# 1 3 64011	RA-64011	Tu-204	Aeroflot c/s, n/t	f/f	29apr93	already f/n MST 30jun94; official mfd 08dec95; first commercial flight 23feb96 (VKO-MRV); suffered from an engine stall shortly after take-off 15jun00 and force-landed, did not fly any more in Vnukovo Airlines service after this incident; l/n VKO 22jul00
RA-64011	Tu-204	Vnukovo Airlines		trf	04jul94	arrived at OVB jan01 with t/t 4,450 hours and 1,824 cycles; converted to a Tu-204-100 12oct01; f/n HAJ 10nov01; ran out of fuel on a flight from FRA to OVB 14jan02 when the weather at OVB and BAX (alternate) was below limits and the aircraft diverted to OMS, both engines stopped from fuel starvation 17 resp. 14 km from the runway, the aircraft landed safely but overshot by 452 metres; l/n active LICA 21nov05; wfu in early 2006 and stored at OVB without engines; sold to Aviastar-TU for only \$ 5 million jun06; ferried to ZIA 14jul06
RA-64011	Tu-204-100	Sibir		rgd	09feb01	leased from Aviastar-TU; in basic Sibir c/s with blue fin, small 'Avialinii 400' titles on nose only; l/n LYS 13jan07
RA-64011	Tu-204-100	Airlines 400		ZIA	02aug06	leased from FLK; in white/light blue c/s with 'ATU' titles on fin; f/n DME 29apr07; operated for Interavia from may07 (operator's certificate of Interavia revoked 03feb09); l/n DME 21mar10; w/o 22mar10 on a positioning flight from Hurghada to DME at night when auto-land failed due to a problem with the radar altimeters while the aircraft was descending through 5,400 metres, the crew continued the approach irrespective of the below-minima conditions (fog) for a manual approach, the aircraft dropped below the glide path and crash-landed in a forest near Aviagorodok (1,470 metres short of the runway threshold and 170 metres to the right of the runway's extended centreline), the fuselage broke into 3 pieces and the left wing broke off, all 8 crew seriously injured; t/t 18,335 hours 44 minutes and 4,795 cycles; wreck still at the crash-site by mid-april0, slowly being broken up
RA-64011	Tu-204-100	Aviastar-TU		rgd	29mar07	in white/grey c/s; d/d oct93; f/n VKO 21apr94
# 2 3 64012	RA-64012	Tu-204	no titles	mfd	03jul93	f/n VKO 30aug94, in white/grey c/s, no titles; temporary CofA expired 30mar95; l/n VKO 15may95/26aug95, stored as such
RA-64012	Tu-204	Vnukovo Airlines		toc	26apr94	in white/grey c/s; stored at the factory in Ulyanovsk since about 1997, f/n oct99, l/n oct05; removed from storage probably in late 2005 or early 2006; converted to, see next line
RA-64012	Tu-204	no titles		ph.	14oct05	on production line; sometimes referred to as 64112, reason unknown (c/n remained the same according to documents); l/n aug07
112	Tu-204-300	primer		Ule	25mar06	in full c/s; export CofA dated 24dec07; d/d 27dec07; l/n FNI 25sep16
# 3 3 64013	P-632	Tu-204-300	Air Koryo	Ule	12nov07	was already f/n Ulyanovsk-Vostochny 11sep93
RA-64013	Tu-204	not reported		mfd	30oct93	never taken on charge
RA-64013	Tu-204	Aeroflot Rus. AI		ph.	93/94 ?	with exhibition code '340'; in operational use in 1995; stored at the factory in Ulyanovsk, f/n oct99, l/n jun05, still wearing its exhibition code; removed from storage probably in 2006 and converted to, see next line
RA-64013	Tu-204	Vnukovo Airlines		LBG	14jun95	on production line; owned by IFK; with additional 'IFK' titles by 19dec09; will be a VIP aircraft for a non-Russian customer; Tu204-100E; l/n aug13
113	Tu-204-100	primer		Ule	jun06	
# 4 3 64014	RA-64014	Tu-204	not reported	Ule	11sep93	

	RA-64014	Tu-204	Rossiya	mfd	14jul94	h/o 22jul94; f/n VKO 18sep94; opb 235 OAO; was the first Tu-204 to fly with passengers; damaged 02nov94 on a flight VKO-AER-VKO when an engine suffered an uncontained failure, compressor blades damaged the stabiliser and the aircraft force-landed at Rostov-na-Donu; wfu and stored at Bykovo probably from 1996/97; seen aug01/05aug08; sold to Aviatekhnologiya by 2001; ferried to Zhukovski in autumn 2008 and stored there; ferried to Ulyanovsk-Vostochny 14sep10 and hanged by Aviastar 19sep10; t/t only 38 hours and 34 cycles by dec10; was to undergo rework and modernisation for an unknown customer, but work stopped by jan12; l/n aug16	
# 1 4	64015	RA-64015 RA-64015	Tu-204 Tu-204	not reported Rossiya	Ule VKO	11sep93 16jul94	h/o 22jul94; mfd given as 30Jun95 !; opb 235 OAO; converted to a pseudo-freighter and operated as such on the Sochi-United Arab Emirates route; seen ZIA 23aug97 and 19aug99; wfu and stored at Bykovo, seen aug01/05aug08; sold to Aviatekhnologiya by 2001; ferried to Zhukovski in autumn 2008 and stored there; ferried to Ulyanovsk-Vostochny 02nov10; t/t 439 hours and 164 cycles by dec10; was to undergo rework and modernisation for an unknown customer, but work stopped by jan12; l/n aug13 still hanged
# 3 4	64016	RA-64016	Tu-204-100	Aeroflot Rus. AI	Ule	11sep93	first production Tu-204-100; rolled out in standard Aeroflot c/s with 'Russian International Airlines' subtitles aft of the 'Aeroflot' titles; mfd 16aug95 (even though the c/n suggests the certification date should be the third quarter of 1994 !); never taken on charge by Aeroflot
	RA-64016 RA-64016 RA-64016 RA-64016	Tu-204-100 Tu-204-100 Tu-204-100 Tu-204-100	no titles Aviastar Permskiye Avialin. KavMinVody Avia	ZIA ZIA VKO	photo 05nov96 18aug97 may98		in basic Aeroflot c/s with fin completely in the colours of the Russian flag, large 'Tu 204-100' titles
# 2 5	64017	RA-64017 RA-64017 RA-64017	Tu-204-100 Tu-204-100 Tu-204-100	not reported Aeroflot Permskiye Avialin.	Ule photo rgd	11sep93 24oct96	l/n SHJ 18nov97 leased from Perm Motors 16dec97/16dec18 !; named 'Alexei Tupolev'; seen VKO 16aug11; l/n MRV 18aug12, stored; seen ZIA aug13/mar15, stored
	RA-64017	Tu-204-100	Sibir	d/d	20dec99		the first production Tu-204-100 rolled out in standard Aeroflot c/s with 'Aeroflot Russian International Airlines' titles; never taken on charge exchanged for several PS-90 engines from Perm Motors; official mfd 04jul96; in full c/s; f/n BCN 10aug97; l/n DXB 05nov99
	RA-64017	Tu-204-100	Red Wings	BKA	01aug07		rgd 27apr00; in full c/s; f/n DME 11may00; wfu in autumn 2005 and stored at OVB, l/n 10apr06; sold to Aviastar-TU jun06 for only \$ 5 million; l/n Ulyanovsk-Vostochny 22jun07, still in full Sibir c/s
	RA-64017	Tu-204-100	Aviastar-TU	DME	04apr09		subleased from Aviastar-TU (leased from FLK); in light grey c/s with red belly and tail; in Aviastar-TU fleet list 17oct07; rgd 29oct07 to Orenair (leased from FLK); l/n VKO 12feb09; returned to Aviastar-TU mar09 in light grey c/s with orange belly and tail and white 'ATU' on the fin; l/n DME 15mar10; excluded from the operator's certificate 22apr10
	RA-64017	Tu-204-100	Orenair	REN	25apr10		in light grey c/s with orange belly and tail; entered service 27apr10; t/t 19,726 hours and 4,627 cycles by 01jan11; l/n SVO 03mar12
	RA-64017	Tu-204-100	Red Wings	VKO	18jun12		in light grey c/s with orange belly and tail; l/n with titles VKO 18sep13; f/n without titles ZIA dec13; new CoFR issued 24mar14; l/n without titles DME 01jun14; f/n with titles again DME 01jul14; new CoFR issued 08aug16; l/n VKO 20feb17
# 1 9	64018	RA-64018 RA-64018 RA-64018 RA-64018	Tu-204-100 Tu-204-100 Tu-204-100 Tu-204-100	not reported Transeuropean KrasAir Red Wings	Ule d/d d/d DME	11sep93 may99 23oct00 21may07	basically completed but unsold; mfd 08may99 (even though the c/n suggests first quarter !)
							started scheduled flights 15may99 (SVO-BCN); l/n BCN 19feb00 named 'Vasilii Surikov' after a Russian painter; f/n DME 16mar02; l/n DME 10mar07
# 1 0	64019	RA-64019	Tu-204-100	primer	Ule	11sep93	h/o 02oct07 at VKO; l/n DME nov14; Stored at Zhukovski since 03feb15 and awaiting overhaul/service life extension
	RA-64019	Tu-204-100	KrasAir	d/d	25dec00		l/n as such Ulyanovsk-Vostochny 22oct99; mfd finally reported as 25dec00; was intended for Transeuropean
	RA-64019	Tu-204-100	Red Wings	trf	27dec07		named 'Ivan Yarygin' after a famous Soviet wrestler who won the Olympic gold medal in 1972; f/n NSK 0.feb01; in fleet list nov06; l/n BKA 31aug07, waiting to be repainted
# 3 1	64020	-- RA-64020 RA-64020 RA-64020 RA-64020	Tu-204-100 Tu-204-100 Tu-204-100 Tu-204-100 Tu-204-100	primer primer Aviastar KavMinVody Avia KrasAir	Ule Ule ZIA Ule h/o	11sep93 17aug99 14aug01 26jun02 01dec03	based at VKO since 28dec07; repainted in full c/s at Bykovo starting 21jan08, f/n as such BKA 18feb08; l/n Ulyanovsk-Vostochny 15aug14
							basically completed but unsold
							l/n Ulyanovsk-Vostochny 22oct99
							l/n ZIA 19aug01
							never entered service with KavMinVody Avia; d/d 30jun03, but not yet known to whom, see next line !
# 2 9	64021	RA-64020 -- RA-64021 RA-64021	Tu-204-100 Tu-204S Tu-204S Tu-204S	Red Wings primer primer AirRep	BKA Ule Ule Ule	09aug07 11sep93 17aug99 feb00	mfd finally reported as 25nov03; named 'Alexander Lebed' after the popular general and Krasnoyarsk governor who was killed in the crash of Mi-8T RA-22188 28apr02; f/n DME 02dec03; l/n as such DME 21may07; last service for KrasAir 18jun07; seen VKO 22jun07 with additional small 'Avialinii-400' titles repainted 09aug07; l/n DME 14dec16
							retained the windows of the passenger version; basically completed but unsold
							l/n Ulyanovsk-Vostochny 22oct99
							mfd finally reported as 25mar03 !; version painted on as Tu-204C; d/d 04apr00 to Manston; owner given as Permskiye Avialinii in official document dated 03may00; operated for TNT from Liège in 2000/01; in Aerofreight fleet list nov01; seen FJR 04mar02 with 'Aviastar Factory Ulyanovsk' titles and logo; l/n VKO 20aug02 (in what c/s ?)
	RA-64021 RA-64021	Tu-204S Tu-204S	Aviastar-TU National Airlines	FRU DEL	01apr03 17dec07		opb Aerofreight until sep03; version painted as Tu-204C; lsd KrasAir from 10sep03; l/n DME 12oct07
	RA-64021	Tu-204S	Aviastar-TU Cargo	Ule	18jun11		version painted on as Tu-204C; in white c/s with blue engines and fin, large 'cargo' titles on fuselage; initially with 'National Airlines' titles on fin, 'National Airline' titles on engines and 'We deliver the world' slogan below registration; l/n as such KDH 02may08; seen DME 14nov08 with just 'Airlines' titles on the fin and 'Airline' titles on the engines, without the slogan now; damaged in a hard landing (probably at DXB 30sep10); stabiliser, rudder, interceptors, air brakes, ailerons and sections of the flaps replaced by Aviastar oct10 (the rudder was taken from RA-64013); l/n HAM jul14
							in new grey/red c/s, repainted 31may/18jun11; having completed flight 4B9625 from Moscow-Vnukovo to Norilsk 24aug16, made a very hard touch down on runway 01, weather at the time was poor with low visibility and rain. The Tupolev touched down once, bounced back into the air but the spoilers remained out, causing a very hard second landing, with an impact force of +3.05G and this caused substantial structural damage
# 2 0	64022	RA-64022 RA-64022	Tu-204-100 Tu-204-100	primer KavMinVody Avia	Ule MUC	22oct99 24nov00	mfd 31oct00
							l/n WAW 10sep11 and seen stored VKO mar12/jun13; ferried to Zhukovski 24sep13, reported for Red Wings; l/n ZIA nov13/mar15, stored
# 3 1	64023	SU-EAH	Tu-204-120	Air Cairo	d/d	23jan99	first production Tu-204-120; export CoFA dated 30dec98; rgd 25jan99; f/n CAI 27nov00; reportedly returned to Sirocco Aerospace in 2005; still in fleet list feb07; seen stored at CAI (N30.121356 E31.415225) without engines, in all-white c/s, no titles (just logo on tail) nov08/jun12; reportedly a wrong alloy was used for the rivets during production, leading to severe corrosion; will probably be scrapped, l/n (N30.124579 E31.422019) in the scrap compound, may15
# 1 3	64024	RA-64024 RA-64024	Tu-204-100 Tu-204-100	primer Aviastar Tupolev	Ule BKA	22oct99 11aug03	the first standard Tu-204-100S, without windows; official mfd 26jun03; f/f jun03
							version painted on as Tu-204C; in white c/s with light blue engines and fin, large 'Cargo' titles on the fuselage and 'ATU' titles on the fin; canx 26nov03 as leased to Lithuania; l/n DME 24dec03
							version painted on as Tu-204C; in white c/s with light blue engines and fin, large 'Cargo' titles on the fuselage and 'ATU' titles on the fin, RA-64024 still visible on upper side of wing; f/n STR 07feb04; l/n KEF 28may05; CoFA expired 27sep05
	RA-64024	Tu-204-100	Aviastar-TU	TLL	12jul05		version painted on as Tu-204C; in white c/s with light blue engines and fin, large 'Cargo' titles on the fuselage and 'ATU' titles on the fin; l/n SXF 07may08
	RA-64024	Tu-204-100	DHL	BKA	05jul08		version painted on as Tu-204C; wet-leased from Aviastar-TU; in full yellow/red c/s; fresh from the paintshop 05jul08; rgd 23jun10 to Leasing-Avia; new CoFR issued 31aug16; l/n SVO 23feb17
# 3 1	64025	RA-64025 SU-EAI SU-EAI SU-EAI SU-EAI	Tu-204-120 Tu-204-120 Tu-204-120 Tu-204-120 Tu-204-120	primer Air Cairo Cairo Aviation Mahan Air Cairo Aviation	Ule CDG trf DXB GRO	22oct99 23sep00 apr04 14feb06 02jun07	export CoFA dated 15aug00; rgd 01nov00
							f/n CDG 24apr04; l/n FZO 27dec05
							leased from Cairo Aviation; in all-white c/s, no titles; l/n THR 30apr07
							in all-white c/s, with titles; seen KRT 24apr12, active; seen Ulyanovsk-Vostochny 24aug12; offered for leasing by Avialeasing of Perm jun13, with t/t 9,993 hours and 4,837 cycles; l/n CAI 25jun15
# 3 3	64026	RA-64026 RA-64026 RA-64026	Tu-204-300 Tu-204-300 Tu-204-300	primer bare metal Aviastar Tupolev	mfd Ule mfd	06jun05 17aug99 18aug03	r/o aug96; first production Tu-204-300; c/n confirmed
							l/n Ulyanovsk-Vostochny 22oct99; f/f 08jul00
							also given as 'second f/f date'; with additional 'Transaero' titles Ulyanovsk-Vostochny 18aug03; f/n ZIA 19aug03; l/n ZIA 23aug03
	RA-64026 RA-64026	Tu-204-300 Tu-204-300	Tupolev JSC Vladivostok Avia	DME VVO	23jun04 08oct04		with dual 'Vladivostok Avia' and 'Aviastar' titles; h/o 06jun05, rgd 22jun05; now without 'Aviastar' titles; carries additional small 'Sberbank Rossii' and 'IFK' titles and logos since aug05; l/n SVO 26oct13; stored
# 3 7	64027	RA-64027 SU-EAF SU-EAF SU-EAF SU-EAF	Tu-204-120 Tu-204-120 Tu-204-120 Tu-204-120 Tu-204-120	Sirocco Aerospace Air Cairo Cairo Aviation Mahan Air Cairo Aviation	mfd rgd early04 DXB CAI	1997 04oct98 09nov05 18dec06	l/n Ulyanovsk-Vostochny 16aug14 flying by may97; f/n SNN 02aug97; l/n ZIA 23aug97
							export CoFA dated 12oct98; d/d 02nov98; l/n CAI 12oct03
							l/n WAW 18aug05
							leased from Cairo Aviation; l/n THR 11nov06
							returned from lease 18dec06; l/n CAI 25dec12; offered for leasing by Avialeasing of Perm jun13, with t/t 9,908 hours and 5,444 cycles; ferried to Ulyanovsk 03feb14 after storage
# 3 7	64028	SU-EAF RA-64028 RA-64028	Tu-204-120 Tu-204-120 Tu-204-120	Sun Air KrasAir Sirocco Aerospace	CAI DXB FRA	12may15 18nov97 05jun98	in all-white c/s with blue/red and orange tail and additional 'The Heart of Africa' and 'www.sunairgroup.com' titles; l/n KRT 25may15
							the first Tu-204-120S; carried only a 'KrasAir' logo on fin; never taken on charge
							version painted on as Tu-204-120C; presented to Lufthansa Cargo with large 'Cargo' titles on fin FRA 05jun98
							version painted on as Tu-204-120C; export CoFA dated 14oct98; d/d 02nov98; l/n LGG 20sep03
							version painted on as Tu-204-120C; opf TNT; l/n EMA 15sep05
							version painted on as Tu-204-120C; jointly opb Cairo Aviation and Atlantic Airlines (UK); in full c/s; stored without engines at CAI, seen mar09/sep11; repainted in all-white c/s without titles, seen as such apr13; offered for leasing by Avialeasing of Perm jun13, with t/t 4,510 hours and 3,891 cycles; l/n CAI 12may15/25jun15, in all-white c/s and looking dirty
# 2 2	64029	RA-64029	Tu-204-120	primer	Ule	22oct99	Tu-204-120S; c/n from MAK document

	SU-EAJ	Tu-204-120	TNT	f/f	19may02	version painted on as Tu-204-120C; export CoFA dated 03jun02; rgd 11jun02; in full c/s; jointly opb Cairo Aviation and Atlantic Airlines (UK); f/n LGG 17jun02; l/n CAI 09nov08; stored at CAI without any markings apart from registration, seen as such mar09/may10; made airworthy again aug10
	SU-EAJ	Tu-204-120	Cairo Avn Cargo	TLL	01jan11	in white/light grey c/s; l/n CAI apr13, stored; offered for leasing by Avialeasing of Perm jun13, with t/t 5,348 hours and 4,873 cycles; l/n CAI 25jun15
# 3 6 64030	RA-64030 30	Tu-204-120 Tu-204-120	primer SIROCCO-KHP	Ule r/o	22oct99 14apr06	the first Tu-204-120SE, powered by RB-211-535E4-B-75 engines f/f 14may06, still in primer; 'KHP' (KNR) stands for People's Republic of China; carried additional 'Сертификатные Испытания' (certification trials) titles; certification trials conducted 03may06/02aug06 (21 flights with 36 hours 40 minutes)
	B-2871	Tu-204-120	Air China Cargo	Ule	17oct06	painted up ju06; export CoFA issued 24oct08; h/o 27oct08 at Ulyanovsk-Vostochny; ferried to TSN 27/28oct08 and put into storage immediately, l/n 03nov10; sold to the Chinese Air Force apr11
	no reg	Tu-204-120	China Flt Test Est	TSN	16may11	test-flying after storage, with all markings painted out; ferried to Xian-Yanliang 18may11; fitted with aerial refuelling equipment (flying boom) in 2012
	769	Tu-204-120	China Flt Test Est	Xia	11jun12	in basic Air China Cargo c/s with white fin, titles replaced by unknown Chinese titles; l/n in its initial configuration Xian-Yanliang 19oct12; received a new sharp radar nose for tests of radars for combat aircraft; first flight after modifications 11dec13; referred to by Tupolev as Tu-204LL (flying laboratory); f/n Xian-Yanliang may14; f/n with canards on the upper forward fuselage Xian-Yanliang jun16; l/n Xian-Yanliang jan17
# . . 64031	RA-64031 B-2872	Tu-204-120 Tu-204-120	SIROCCO-KHP Air China Cargo	Ule Ule	18aug97 27oct08	Tu-204-120SE; in primer on production line; seen 05apr03 with '31' on fuselage and tail without engines; l/n Ulyanovsk-Vostochny 12may10; airframe stripped of equipment and put into long-term storage 21jun10/20aug16
# 2 2 64032	RA-64032 RA-64032	Tu-204-100 Tu-204-100	primer AirRep	Ule LGG	22oct99 27jul02	the second standard Tu-204-100S; shown 90 % complete on Russian TV 01apr02; official mfd 18jul02 version painted on as Tu-204C; in white c/s with light blue engines and fin, 'Aviastar-TU' titles on the fuselage and 'AirRep' titles on the fin; l/n SVO 23aug07
	RA-64032	Tu-204-100	Aviastar-TU	SVO	20sep08	version painted on as Tu-204C; initially in white c/s with light blue engines and fin and 'Aviastar-TU' titles on the fuselage; l/n in its old c/s DME 09jul09; repainted in silver c/s with orange belly and trim, small 'Aviastar-TU' and large 'Cargo' titles; f/n as such SVX 12oct09; rgd 23jun10 to Leasing-Avia; new CoFR issued 31aug16; l/n SVX 13dec16
3 1 64033	SU-EAK	Tu-204-120	TNT	Ule	25aug05	Tu-204-120S (painted on as Tu-204-120C); was to be opb Cairo Aviation; basically complete by late 2005, but no money available for completion; in full orange/white c/s; l/n Ulyanovsk-Vostochny 31mar09; airframe stripped of equipment and put into long-term storage 21jun10, l/n 20aug16
# . . 64034	034	Tu-204-120	SIROCCO-KHP	Ule	12oct05	Tu-204-120SE (painted on as Tu-204-120CE); on production line; in primer; seen 31mar09 with '64034' on wing; airframe stripped of equipment and put into long-term storage 21jun10/aug16
# 4 6 64035	B-.... 35 CU-T1701 64035 CU-T1701	Tu-204-120 Tu-204-120 Tu-204-100 Tu-204-100	Air China Cargo SIROCCO-KHP Cubana no titles Cubana	Ule f/f HEL ZIA	jun06 09jun07 06jul07 16aug07	in primer on production line; Tu-204-120SE, see below ! Tu-204-100E now; f/n Ulyanovsk-Vostochny 09jun07 in full c/s Cuban registration, flag and titles painted out for a test flight to Finland; l/n HEL 08jul07 export CoFA dated 25dec07; left Ulyanovsk for DME 27dec07; delivered via SNN 29dec07; l/n HAV 17apr16/10oct16, without engines
# 4 6 64036	RA-64036 RA-64036	Tu-204-200 Tu-204SE	primer primer	Ule Ule	22oct99 oct06	version changed during construction 1, see next line with small 'Cubana' titles on fuselage and 'IFK' badge on fin; r/o 28nov06; f/f 19dec06; photo all-white with large 'Cubana Cargo' titles and '64036' on wheel door at MMK 30apr07, see next line
	CU-C1700	Tu-204SE	Cubana Cargo	Ule	mar07	certification trials completed may07; export CoFA dated 23jul07; f/n DME 02aug07; h/o at DME 03aug07; version painted as Tu-204CE; delivered via SNN 04aug07; seen HAV 19dec14/09may15, stored engineless; l/n MEX 09jul16; seen HAV 10oct16, without engines
# 4 7 64037	-- CU-C1703	Tu-204-200 Tu-204SE	primer Cubana Cargo	Ule ZUA	23sep06 16feb08	version changed during construction 1, see next line version painted on as Tu-204CE; painted up by late 2007; h/o 18feb09 at Ulyanovsk-Vostochny; export CoFA dated 20mar09; ferried from Ulyanovsk to HAV 25/27apr09; l/n YZ 10jun16
# 4 4 64038	RA-64038	Tu-204-300	Vladivostok Avia	r/o	11oct04	with small additional 'Sberbank Rossii' titles on nose; f/f 25oct04; mfd reported as 25nov04; h/o 19may05; rgd 03jun05; started scheduled flights 27jun05; seen SVO 14oct13; stored VVO from end of oct13; l/n VVO 19jul15
# 1 5 64039	RA-64039	Tu-204-300	Vladivostok Avia	r/o	26jul05	leased from Ilyushin Finance; carried small additional 'Sberbank Rossii' titles on the nose; f/f 04aug05; mfd 26aug05; h/o 16aug05; started scheduled flights 31aug05; rgd 05sep05; l/n operational UUS 30sep13; stored at VVO from late oct13, l/n feb14; t/t some 24,000 hours and 5,178 cycles; conversion started in late 2015; current on register by apr16
	RA-64039	Tu-204-300	Rosoboronexport			VIP aircraft for 22 passengers; leased from Ilyushin Finance and operated by Kosmos; delivery planned for late 2017
# 4 5 64040	RA-64040	Tu-204-300	Vladivostok Avia	Ule	10oct05	f/f 13dec05 ground trials started 04dec05; h/o 25dec05; rgd 11jan06; with small additional 'Sberbank Rossii' titles on nose; stored VVO from end of oct13; l/n VVO 22jun14
# . . 64041	41	Tu-204-120	SIROCCO-KHP	Ule	27oct08	Tu-204-120SE (painted on as Tu-204-120CE); on production line; in primer; airframe stripped of equipment and put into long-term storage 21jun10, l/n aug16; will probably never be delivered to China Eastern (Cargo)
# 3 7 64042	42 CU-T1702	Tu-204-100 Tu-204-100	SIROCCO-KHP Cubana	Ule Ule	24feb07 15oct07	Tu-204-100E; l/n Ulyanovsk-Vostochny 25jun07 Tu-204-100E; export CoFA dated 25dec07; left Ulyanovsk for DME 28dec07; delivered via SNN 29dec07; l/n SDQ 05jan17
# 3 7 64043	43 RA-64043 RA-64043	Tu-204-100 Tu-204-100 Tu-204-100	SIROCCO-KHP Avialinii 400 Red Wings	Ule Ule f/f	08may07 20feb08 mar08	Tu-204-100V Tu-204-100V; c/n confirmed; still in primer, but with titles painted up in early mar08; h/o (on paper) 03jun08 at Ulyanovsk; rgd 30jul08; d/d 31jul08 to VKO; l/n PED 07jan17
# 1 8 64044	RA-64044	Tu-204-300	Vladivostok Avia	f/f	28feb08	c/n confirmed; mfd 09jul08; h/o 12jul08 at VVO; rgd 14jul08; t/t 6,247 hours and 1,315 cycles by 05apr10; l/n operational SVO 26oct13; wfu nov13 and stored at SVO; ferried to Ulyanovsk-Vostochny 10jan14 and stored there since; the operator's certificate of Vladivostok Avia was suspended 15aug14; to be converted to, see next line
# 2 8 64045	RA-64044 RA-64045	Tu-204-300 Tu-204-300	Roskosmos Vladivostok Avia	rgd f/f	20oct16 29jul08	will be based at CKL c/n confirmed; mfd 15aug08; h/o 16aug08 at VVO; rgd 28aug08; t/t 5,742 hours and 1,259 cycles by 05apr10; CoFA expired 15jul12, but still current on register 29jul16 with the rgd 28aug08; ferried to Ulyanovsk-Vostochny 20jun14 and stored there since, l/n 16aug14; the operator's certificate of Vladivostok Avia was suspended 15aug14; refitted by Aviastar
	RA-64045	Tu-204-300	Roskosmos	r/o	20aug16	at Ulyanovsk-Vostochny; fitted for 52 passengers; in white c/s with blue belly and tail, with 'Cosmonaut Training Center' titles in Russian and English; rgd 20oct16; will be based at CKL
# 3 8 64046	RA-64046	Tu-204-100	Red Wings	f/f	sep08	Tu-204-100V; h/o 28oct08; rgd 13nov08; f/n BRQ 30dec08; l/n DME 12nov16
# 4 8 64047	RA-64047	Tu-204-100	Red Wings	h/o	12dec08	Tu-204-100V; c/n confirmed; first scheduled service 30dec08; f/n VKO 11apr09; seen AYT 09jul10 with additional small 'National football team' titles on the right-hand side; l/n PED 29dec12; w/o 29dec12 on a positioning flight from PED to VKO when there was no 'weight on wheels' signal from the right main gear during the landing run so that thrust reversers and brakes did not apply, the aircraft overran the runway, broke through the airport perimeter fence, collided at 190 km/h with the elevated highway embankment of Kievskoye shosse (M3) and broke up, 5 of the 8 crew killed and all 3 survivors seriously injured; t/t 8,672 hours and 2,482 cycles; cockpit section seen VKO 26jun13
# 1 9 64048	RA-64048 RA-64048	Tu-204-100 Tu-204-100	Avialinii 400 Red Wings	Ule Ule	31mar09 22apr09	Tu-204-100V; in primer on production line 'Coral Travel' logo jet, in orange c/s with blue trim; named 'Antalya'; f/f 08may09; f/n DME 10may09; never taken on charge by Red Wings; used as a test-bed for the new PS-90A2 engines which were mounted 11sep09; f/f with them 17oct09; l/n Ulyanovsk-Vostochny 26oct09; trials completed nov09; engines replaced by standard PS-90A and aircraft prepared for repainting by 01dec09
# 4 8 64049	P-633 RA-64049	Tu-204-100	Air Koryo	Ule	11jan10	in full c/s; export CoFA issued 04mar10; d/d 04mar10; l/n PEK 05sep16
# 1 9 64050	RA-64049 RA-64050	Tu-204-100 Tu-204-100	primer Red Wings Red Wings	f/f Ule f/f	25dec08 18jan09 22feb09	Tu-204-100V; c/n confirmed left the paintshop 18jan09; h/o 16feb09 at Ulyanovsk-Vostochny; rgd 20feb09; l/n LED 18feb17 Tu-204-100V; c/n confirmed; h/o 31mar09 at Ulyanovsk-Vostochny and ferried to VKO the same day; rgd 03apr09; seen with additional 'National Football Team' badge by entry door since at least apr10; l/n DME 17feb17
# 2 9 64051	RA-64051 RA-64051	Tu-204-100 Tu-204-100	primer Aviastar-TU Cargo	f/f Ule	09aug09 03apr10	Tu-204-100S-03; major assemblies without fuselage seen on the assembly line 31mar09 in silver c/s with orange belly and trim, small 'Aviastar-TU' and large 'Cargo' titles; official mfd 31mar10; accepted by Ilyushin Finance Co. 28apr10, but never taken on charge; rgd 14may10; without valid CoFA as of aug10; l/n Ulyanovsk-Vostochny 25aug12; reflown after storage 25nov12
	RA-64051	Tu-204-100	Transaero	h/o	03jun13	at Ulyanovsk-Vostochny and ferried to DME the same day; in silver c/s with orange belly and trim, small 'Transaero' and large 'Cargo' titles; rgd 20sep13; f/n DME 18jun13; Transaero stopped operations 26oct15; stored at DME, seen oct15/jul16; ferried for painting to Ulyanovsk-Vostochny 26jul16; sold to Pochta Rossii 15aug16 with t/t 2,215 hours and 465 cycles; current on register 26aug16
	RA-64051	Tu-204-100	Pochta Rossii	VKO	21sep16	opb GosNII GA; in dark blue c/s with large titles; named 'Pyotr I' after the Russian emperor; rgd 03oct16; l/n VKO 20dec16
# 2 9 64052	RA-64052 RA-64052	Tu-204-100 Tu-204-100	primer Aviastar-TU Cargo	f/f Ule	29oct09 03apr10	Tu-204-100S-03 in silver c/s with orange belly and trim, small 'Aviastar-TU' and large 'Cargo' titles; official mfd 31mar10; accepted by Ilyushin Finance Co. 28apr10, but never taken on charge; rgd 14may10; without valid CoFA as of aug10; l/n Ulyanovsk-Vostochny 25aug12; reflown after storage 26dec12
	RA-64052	Tu-204-100	Transaero	rgd	01feb13	in silver c/s with orange belly and trim, small 'Transaero' and large 'Cargo' titles; l/o 18apr13 at Ulyanovsk-Vostochny and ferried to DME the same day; f/n DME 20apr13; Transaero stopped operations 26oct15; stored at DME, seen oct15/jul16; sold to Pochta Rossii 15aug16 with t/t 1,802 hours and 368 cycles; current on register 26aug16
	RA-64052	Tu-204-100	Pochta Rossii	Ule	27jul16	opb GosNII GA; in dark blue c/s with large titles; named 'Yekaterina II' after the Russian empress; ferried from Ulyanovsk-Vostochny to VKO 09sep16; rgd 03oct16; l/n VKO 16feb17
# . . 64053	RA-64053	Tu-204-100	primer	Ule	05oct09	Tu-204-100V; seen on the assembly line oct09/aug15; never completed in this version, but converted to a Tu-204-300-100
# . . 64054	RA-64053	Tu-204-300	Rossiya	f/f	20aug16	the sole Tu-204-300-100; fitted for 94 passengers; painted up dec15
# . . 64055	--	Tu-204				may or may not be built
# . . 64056	RA-64056	Tu-204SM	primer	Ule	25mar16	may or may not be built on the assembly line; l/n aug16

# 4 1 64057	57 RA-64057 RA-64057	Tu-204-300 Tu-204-300	primer primer	Ule Ule	11jan10 02mar11	Tu-204-300A; on the assembly line, fuselage only by jan10, l/n 20sep10 on the assembly line; r/o oct11; f/f 29oct11; painting started 22nov11 rgd 12jan12; l/n VKO 30jan17
# 4 1 64058	RA-64058 RA-64058	Tu-204-300 Tu-204-300	Rossiia OAK	h/o Ule	09jan12 30apr10	Tu-204-300A; in primer; seen without registration on the assembly line apr10/sep10; r/o oct11 painted up 25oct/07nov11; f/f 26dec11; h/o 20jan12 at Ulyanovsk; rgd 03feb12; l/n PEE 19nov16
# . . 64059	--	Tu-204-300 Tu-204-100	Rossiia primer	Ule	07nov11	Tu-204-100V; never completed in this version, but converted to a Tu-204-300; seen on the assembly line 15aug15
# . . 64150	RA-64059 150	Tu-204-300 Tu-204SM	Rossiia OAK	Ule Ule	25mar16 18nov09	on the assembly line; delivery planned for 2016 built by using some assemblies which were originally destined for c/n 64054; powered by PS-90A2 engines; seen in primer on production line nov09/jul10
	64150	Tu-204SM	OAK	r/o	13dec10	in primer; f/f 29dec10; repainted in white c/s with 'OAK', 'Tupolev' and 'Aviastar' titles and 'IFK' logo, registration initially carried on the wings only; f/n as such Ulyanovsk-Vostochny 22apr11; l/n as such Zhukovski 13may11, with registration on the tail from jun11 instead of the 'IFK' logo; l/n ZIA 02apr12; seen LED 05may12 with additional 'Aviastar SP' titles; l/n ZIA 08apr13
# . . 64151	RA-64150 151	Tu-204SM Tu-204SM	OAK OAK	ZIA Ule	21aug13 04dec09	l/n ZIA 21feb14 built by using some assemblies which were originally destined for c/n 64055; seen in primer on the assembly line dec09/may10; painted from 01jun11
	64151 RA-64151	Tu-204SM Tu-204SM	OAK OAK	f/f ZIA	03aug11 26aug13	in white c/s with 'OAK', 'Tupolev' and 'Aviastar' titles; ground trials started 18jul11; l/n ZIA 11mar13 initially in white c/s with 'OAK', 'Tupolev' and 'Aviastar' titles; l/n as such Zhukovski 16aug14; painted by Spekt-Avia for the movie "Ekipazh-2" (Crew 2) in white c/s with blue and red trim and 'Pegasus' emblems behind the cockpit and on the fin; f/n as such Zhukovski 22sep14; l/n operational Zhukovski 29sep14; stored at Zhukovski from spring 2015
# . . 64152	152	Tu-204SM	primer	Ule	27apr10	built by using some assemblies which were originally destined probably for c/n 64056; on production line apr10/aug15; reportedly for VIM Avia
# . . 64153	153	Tu-204SM	primer	Ule	24aug12	fuselage and other assemblies on the production line
# . . 64154	154	Tu-204SM	primer	Ule	24aug12	fuselage and other assemblies on the production line

Tu-214s built by KAPO (former factory # 22) at Kazan-Borisoglebskoye since 1996

445 24 001	RA-64501 RA-64501	Tu-214 Tu-214	ANTK im. Tupoleva Kazan Avn Prod As.	mfd SOF	21mar96 23sep02	prototype; f/f same date in primer; f/n LHR 03sep96; l/n ZUH 05nov00 with large 'Tupolev 214' titles; l/n KIH 30nov06; in fleet list 28nov07; l/n Kazan-KAPO 2007 stored, many parts and engines missing; reported aug14 to be upgraded to a Tu-214E and become a test-bed AEA concept aircraft (all electric aircraft)
426 25 002	RA-64502 RA-64502	Tu-214 Tu-214	primer Dalavia	mfd h/o	03may01 22may01	f/f 10apr01 rgd 29may01; named 'Yuri Vorobyov' in memory of the Tu-214's chief project engineer who died jul02; arrived at KAPO for 9,000 hours overhaul 29oct05; seen SVO 05aug08; Dalavia ceased operations 19oct08; stored at KHV since and offered for sale 16jan/28feb12; l/n KHV oct13 still stored and broken up aug14
431 03 003	RA-64503	Tu-214	Dalavia	mfd	16dec01	h/o 20oct01; f/n DME 22nov01; rgd 02apr02; operator ceased operations 19oct08; seen KHV aug09/oct13, stored; offered for sale 16jan/28feb12; broken up KHV sep14
412 04 004	RA-64504	Tu-214	Rossiia	f/f	22jun02	c/n in register as such, but presented near door as 41402004; not a VIP aircraft; rgd 04dec02; f/n VKO 09jul05; l/n GOJ 29mar16
422 04 005	RA-64505	Tu-214	Rossiia	mfd	29dec02	not a VIP aircraft; rgd 05mar03; f/n VKO 27jun03; l/n CEK 05dec16
442 04 006	RA-64506	Tu-214	Rossiia	mfd	08aug03	rgd 27aug03; not a VIP aircraft; f/n VKO 17aug03; seen VKO 08aug10; not seen again until aug13 at Kazan-KAPO, engineless; l/n VKO 20feb17
423 05 007	RA-64507	Tu-214	Dalavia	h/o	23dec03	started scheduled services 21jan04; rgd 28jan04; f/n KIJ 06feb04; l/n active TLV 11sep08; Dalavia ceased operations 19oct08; was stored at KHV until ferried to Zhukovski 06/07apr09; opb Airstars from late 2009, seen DME 25dec09 with additional small 'Airstars' titles; l/n active CEB 16mar10; in storage with KAPO oct11/aug13; will be converted into a freighter and used by KAPO
443 05 008	RA-64508	Tu-214	KrasAir	mfd	30dec04	h/o 30may05; named 'Vasilii Molokov'; f/n PED 12jun05; l/n operational DME 22mar08; operator's certificate revoked 01nov08; stored with KAPO from mid-2008, l/n aug14, without engines
434 06 009	RA-64509 RA-64509	Tu-214 Tu-214	primer Transaero	Kzp Kzp	dec04 26jan07	on production line; c/n confirmed; f/f 17nov06; mfd 28dec06 acceptance trials started 06apr07; left Kazan for DME 19apr07; h/o 23apr07; commenced scheduled flights 18may07; l/n RMI nov14
444 06 010	RA-64510	Tu-214	Dalavia	Kzp	18jun05	flying; h/o 20jul05; official mfd 21jul05; started revenue flights 28jul05; l/n operational DME 08sep08; Dalavia ceased operations 19oct08; was stored at KHV until ferried to ZIA 31mar09/01apr09; l/n ZIA 01apr09
	RA-64510	Tu-214	Aerostars	rgd	20jan10	in basic Dalavia c/s with tiny 'Aerostars' titles under the cockpit; f/n VKO 08aug10; l/n operational VKO nov10; stored with KAPO by oct11; new CoFR issued 12dec14; current on register jul16
011	RA-64510 RA-64511	Tu-214 Tu-214R	Red Wings KAPO im. Gorbunova	f/f	24dec09	sub-leased from Aviastar-TU reconnaissance version (izdeliye 411, code name of the complex "Fraktsiya-4") with side-looking airborne radar etc.; f/n Kazan-Borisoglebskoye 02mar11; l/n KHV 17dec12, still in primer
415 07 012	64511 RA-64512 RA-64512	Tu-214R Tu-214 Tu-214	KAPO im. Gorbunova primer Dalavia	Kzp mfd h/o	10jul13 10jun06 31aug06	in grey c/s with Russian flag on fin, no titles; to be delivered to the Russian Air Force in 2013; l/n ZIA jul14 c/n confirmed; f/n LED 18jul06
						at KHV; named 'Graf Muraviov-Amurski' 08sep08 after a tsarist governor of the Russian Far East; Dalavia ceased operations 19oct08; was stored at KHV until ferried (with landing gear down) to KJA 25mar09 and got stuck there until 05may09 because of technical problems; opb Aerostars from 20oct09, seen DME 20oct09 with additional small 'Airstars' titles; in storage with KAPO by oct11; will be converted into a freighter and used by KAPO; l/n ZIA 12aug12
425 07 013	RA-64513 RA-64549	Tu-214 Tu-214	primer Transaero	f/f h/o	16aug08 28nov08	c/n confirmed; on production line by late 2004; f/n LED 23aug08; mfd 24sep08 new registration allocated on demand of the airline (because of superstition); painted up sep08; rgd 17nov08; f/n DME 29nov08; l/n KZN may16/22sep16
014	RA-64514	Tu-214R	KAZ im. Gorbunova	r/o	31oct14	reconnaissance version (izdeliye 411, code name of the complex "Fraktsiya-4") with side-looking airborne radar etc.; in primer, no titles; already seen on the assembly line 27apr12; f/n flying 01apr15; l/n Kazan-Borisoglebskoye 18jun15
	RF-64514	Tu-214R	Russian Air Force	Kzp	31oct15	in grey c/s with Russian flag on fin, no titles; h/o in late 2015; deployed to Latakia-Hmeimim 15/29feb16 and 28jul16/09dec16
445 07 015	RA-64515	Tu-214SR	primer	f/f	27apr08	airborne relay-station; underwent ground trials mar/apr08; l/n may08, flying
	RA-64515	Tu-214SR	Rossiia	LED	30jan09	airborne relay-station; h/o 01jun09; l/n VKO 08jul16
427 09 016	RA-64516	Tu-214SR	primer	f/f	10dec08	airborne relay-station
	RA-64516	Tu-214SR	Rossiia	LED	06may09	airborne relay-station; h/o 01jun09; l/n VKO 07may16
417 09 017	RA-64517	Tu-214PU	primer	f/f	12may10	airborne command post
	RA-64517	Tu-214PU	Rossiia	KHV	15aug10	airborne command post; official mfd date 12oct10; rgd 18oct10; l/n VKO 08jul16
447 09 018	RA-64518	Tu-214	Transaero	f/f	05aug09	f/n LED 11aug09; official mfd 28aug09; h/o 02oct09; rgd 08oct09; new CoFR issued 25jan11; l/n operational LED 06sep15; stored at DME, seen oct15/aug16; current on register aug16
427 09 019	RA-64518 RA-64519	Tu-214 Tu-214ON	Red Wings primer	LED f/f	07sep16 01jun11	sub-leased from Transaero; in partial ex Transaero c/s, white tail with Red Wings titles; l/n LED 24sep16 'Open Skies' aircraft, equipped with M402N SLAR, A-84-ON, AK-111 and AK-112 cameras as well as other sensors; ferried to Ulyanovsk for painting 30jun11
	RA-64519	Tu-214ON	Russian Air Force	Kzp	24jul11	in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in Russian and English; returned from painting to KAPO 24jul11; l/n ZIA 12dec12
	RF-64519	Tu-214ON	Russian Air Force	h/o	aug13	f/n ZIA 20aug13; in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in Russian and English; l/n ZIA 26aug15
447 09 020	RA-64520	Tu-214PU	primer	f/f	25nov10	airborne command post; l/n Ulyanovsk-Vostochny 29dec10
	RA-64520	Tu-214PU	Rossiia	h/o	15jan11	at Ulyanovsk-Vostochny; accepted 21mar11; rgd 24mar11; l/n LED dec15
439 11 021	RA-64521	Tu-214	primer	f/f	05dec12	version for 150 passengers; was initially built for Transaero
	RA-64521	Tu-214	Rossiia	h/o	mar13	ownership registered already 22jan13; l/n VKO 01nov16
439 11 022	RA-64522	Tu-214SUS	Rossiia	r/o	oct11	f/f 27oct11; h/o 29dec11; rgd 11jan12; l/n VKO 04dec16
441 04 023	RA-64523	Tu-214VPU	primer	f/f	25sep13	airborne command post
	RA-64523	Tu-214VPU	FSB	h/o	15dec13	in white/light grey c/s with Belavia-style blue cheatline, no titles; f/n Kazan-Borisoglebskoye 17nov13; rgd 26dec13; l/n ZRH 31jan17
430 03 024	RA-64524	Tu-214SUS	Rossiia	r/o	oct11	f/f 30dec11; h/o 05apr12; rgd 09apr12; l/n VKO 16jan17
025	RA-64525	Tu-214ON	Russian Air Force	Kzp	05feb13	'Open Skies' aircraft, equipped with M402N SLAR, A-84-ON, AK-111 and AK-112 cameras as well as other sensors; in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in Russian and English; f/f 18dec13
	RF-64525	Tu-214ON	Russian Air Force	h/o	04jul14	'Open Skies' aircraft, equipped with M402N SLAR, A-84-ON, AK-111 and AK-112 cameras as well as other sensors; in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in Russian and English; l/n Kubinka 12sep16
430 03 026	RA-64526	Tu-214SR	primer	f/f	11oct14	airborne relay-station; production started in 2011
	RA-64526	Tu-214SR	Rossiia	Kzp	15nov14	h/o 22jan15 and ferried to VKO the same day; rgd 27jan15; l/n VKO 23nov16
442 05 027	RA-64527	Tu-214SR	primer	f/f	25jun15	airborne relay-station; production started in 2011; f/n Kazan-Borisoglebskoye 25jun15; l/n Kazan-Borisoglebskoye 29jun15
	RA-64527	Tu-214SR	Rossiia	VKO	03aug15	h/o 25aug15; rgd 03sep15; l/n ASF feb17
423 06 028	RA-64528	Tu-214SR	Rossiia	f/f	dec15	airborne relay-station; production started in 2011; f/n LED 24mar16; rgd 27apr16; h/o may16; l/n VKO 08jul16
	029	Tu-214PU	primer			Tu-214PU-SBUS (airborne command post); fuselage marked '529' seen on the assembly line 04jun14/30apr15
	029	Tu-214PU	primer			Tu-214PU-SBUS (airborne command post); fuselage marked '529' seen on the assembly line 04jun14/30apr15
	RA-64529 ?	Tu-214	Russian Air Force			delivery planned for 2017
030	RA-64530 ?	Tu-214PU	Russian Air Force			Tu-214PU-SBUS (airborne command post); delivery planned for 2017

Tupolev Tu-334

The Tu-334 is a new DC-9 look-alike passenger aircraft designed as a replacement for the Tu-134. It was rolled out at the 1995 MosAeroshow, which was held at Zhukovskii. First flight was planned for May 1997, after having been delayed for some years it finally took place on 8 February 1999. Certification was hoped to take place in 1997, although this has still not happened as of today and no future date is known at present.

According to the manufacturer, considerable knowledge gained during the Tu-204 programme has been used in the design of this 150 seater. In early 1994 four prototypes were reported nearing completion. In the summer of 1997 it was announced that a production line was to be opened at Esfahan (Iran). Unfortunately all these good intentions did not materialize as a result of the economical situation in the CIS, and currently the prototypes are the only aircraft built.

Tu-334 prototypes built by various factories

94 001	RA-94001	Tu-334	OAO Tupolev	ZIA	25aug95	first prototype; built by ANTK im. Tupoleva (former Factory # 156) at Moscow-Lefortovo; completed in late 1993; transported to the OAO Tupolev outlet at Zhukovskii in early 1994; displayed during MAKS'95 at Zhukovskii
002	94001 --	Tu-334 Tu-334	OAO Tupolev bare metal	f/f ZIA	08feb99 27jun08	from Zhukovskii; seen stored, without engines, at Zhukovskii jan12/aug14 static test airframe; built by ANTK im. Tupoleva (former Factory # 156) at Moscow-Lefortovo; fuselage arrived from Taganrog-Yuzhnyi in early 2000 and wings from Kiev in early 2001; underwent tests with the TsAGI at Zhukovskii; fuselage stored at Zhukovskii, seen 27jun08
94 003	--	Tu-334-100	bare metal			third flying prototype, never completed; construction started at Taganrog-Yuzhnyi and continued at slow pace at LAPIK at Likhovitsy (wings arrived from Kiev oct03); transported by road to KAPO at Kazan-Borisoglebskoye dec06; fuselage only seen in KAPO 01jun09
004	--	Tu-334				dynamic test airframe for fatigue trials; was to undergo tests with the TsAGI at Zhukovskii, but was probably never built
94 005	--	Tu-334-100	bare metal	r/o	02aug03	second flying prototype; built by "Aviant" at Kiev-Svyatoshino; f/n in assembly shop 14aug02; completed by jun03
	RA-94005 94005	Tu-334-100 Tu-334-100	primer OAO Tupolev	f/f DME	21nov03 23jun04	from Kiev-Svyatoshino; ferried to Zhukovskii 27nov03 named 'Alexander Kharlov'; seen ZIA 20may10; probably with KAPO at Kazan-Borisoglebskoye by 2012; l/n Kazan-Borisoglebskoye aug13
21 01	--	Tu-334				was to be built by LAPIK at Likhovitsy in 2004, but production did not even start
21 02	--	Tu-334				was to be built by LAPIK at Likhovitsy in 2004, but production did not even start
21 03	--	Tu-334				was to be built by LAPIK at Likhovitsy in 2004, but production did not even start
21 04	--	Tu-334				was to be built by LAPIK at Likhovitsy in 2004, but production did not even start