



# Polyarnaya Aviatsiya

Pilot Alexey Kash near his An-2 СССР-N542. Construction number 15447311 in its overall red colour scheme with full titles and nose art was the first An-2 to reach Antarctica. The photo was made during the First Soviet Antarctic Expedition (1st SAE) in 1957. From our airframe overview starting below it will be evident this registration was not a 'lucky' number.

## Polyarnaya Aviatsiya - Polar Aviation

Before the rundown, a little introduction to *Polyarnaya Aviatsiya* - PA. In 1931, Soviet authorities established the Directorate of the North Seaside Path (*Upravlenie Severnogo Morskogo Puti* - SMP), later renamed the Main Directorate of the North Seaside Path (*Glavnoye Upravlenie Severnogo Morskogo Puti* - GUSMP). The main task of this directorate was the development of the huge northern and eastern territories of the Soviet Union. Among many divisions GUSMP had its own aviation branch that was managed by the Directorate of Polar Aviation. In January 1960, this directorate was subordinated from GUSMP to Aeroflot. To reflect this, it was once again renamed and became *Glavnoye Upravlenie Grazhdanskogo Vozdushnogo Flota* - Main Directorate of the Aerial Civil Fleet - Aeroflot. Finally, another ten years later, in 1970, the Directorate of PA was discontinued and PA was merged with Aeroflot. After 1970 the aircraft of the polar fleet only had unofficial entries as belonging to PA. By this time most (smaller) aircraft ended up in the Moscow SPiMVL (*Severnnyye Putvei i Mestniyye Vozdushniyye Linii*) polar rou-

tes and a local airline founded in 1958 that was renamed UGAT (for Central Region & Arctic) in 1971.

We do realize below listing of PA aircraft is not complete. However, it reveals a lot of previously unknown details. Where known we give details concerning c/n (construction number) mfd (manufacture date) d/d (delivery date) rgd (registration date) and canx (cancellation date). As you can see not all of these are known. This is basically due to many documents getting lost over the years and parts of the aircraft history disappearing with them. Still, we know the listed aircraft existed in the PA fleet. All Polar Aviation An-12s and Il-18s remained in service until 31 August 1967. According to an order issued at that date by the Ministry of Civil Aviation, these airframes were handed over to the Moscow Transport Directorate of Aeroflot.

Most of the data below emerged from long surveys by Peter Batuev and all photos were kindly supplied from his archive by him as well. Any additional information is more than welcome at [soviet@scramble.nl](mailto:soviet@scramble.nl) and privacy of providers is guaranteed.

An-2	<b>1 00 473 04</b>	СССР-N...	last pre-production aircraft; prototype of polar version
An-2	<b>1 12 473 02</b>	СССР-04266	w/o 25jun59, crashed on take off hitting water of the Yurgarga river (Taimyr peninsula)
An-2	<b>1 14 473 07</b>	СССР-N573	in fleet list 28may58 and 13mar59
An-2T	<b>1 54 473 11</b>	СССР-N542(1)	photo with titles; wrecked by strong winds at Banger Oasis, Antarctic in 1957
An-2	<b>1 54 473 18</b>	СССР-N542(2)	w/o 28may58, destroyed during snow storm at Figurnoye lake, Antarctic
An-2	<b>1 64 473 10</b>	СССР-N542(3)	may58 c/n stated as such; destroyed by hurricane after being repaired following a previous incident
An-2	<b>1 68 473 09</b>	СССР-N620	seen 23feb58 on board Antarctic vessel; still in fleet 17nov58 returned from Antarctic
An-2	<b>1 68 473 10</b>	СССР-N619	seen 23feb58 on board Antarctic vessel; still in fleet 17nov58 returned from Antarctic
An-2	<b>1 68 473 20</b>	СССР-N649	w/o 24apr58, sank when being downloaded from 'Ob' ship in snow storm near Mirny station, Antarctic
An-2	<b>1 90 473 03</b>	СССР-N600	jan58 delivered new from factory
An-2	<b>1 90 473 04</b>	СССР-N606	jan58 delivered new from factory
An-2	<b>11.. 473 06</b>	СССР-04279	in fleet list 04apr60
An-2	<b>1104 473 03</b>	СССР-98335	h/o 05nov60 from AFL/Tajikistan, as An-6 to Antarctic expedition; returned from Antarctic expedition jun67, re-equipped and TK-19 turbo compressor removed, back to standard An-2 config

An-2	<b>1104 473 05</b>	CCCP-04338	in fleet list 17nov58/13mar59
An-2	<b>1104 473 10</b>	CCCP-04340	in fleet list 17nov58/may62
An-2	<b>1104 473 13</b>	CCCP-04337	in fleet list this date 17nov58; crashed 28aug62 when lost throttle control and force landed in forest, no fatalities
An-2	<b>1104 473 14</b>	CCCP-98341	h/o 05nov60 from AFL/Tajikistan, as An-6 to Antarctic expedition
An-2T	<b>1104 473 18</b>	CCCP-04339	in fleet list 17nov58/mar65; photo (V509A-D9 propeller with curved wooden blades); in orange c/s; crashed 03sep66 on take off at Seyakha; runway too short (200m instead of a minimum 400m), stalled and turned over, dbr; captained by Yu.P.Kurkov.
An-2	<b>1105 473 08</b>	CCCP-04342	in fleet list 17nov58 as An-6, handed over to Antarctic expedition
An-2	<b>1105 473 17</b>	CCCP-04341	in fleet list 17nov58 as An-6, handed over to Antarctic expedition; photo 1963 at Polar Station "Molodyozhnaya" (Antarctica); returned from Antarctic expedition jun67, re-equipped and TK-19 turbo compressor removed, back to standard An-2 config; l/n jun70
An-2	<b>1115 473 10</b>	CCCP-04295	in fleet list 03apr59/may62; l/n Kjo 09jul94
An-2	<b>1115 473 13</b>	CCCP-04296	d/d 15may59 from factory
An-2	<b>1115 473 18</b>	CCCP-04297	d/d 15may59 from factory
An-2	<b>1115 473 16</b>	CCCP-04298	d/d 15may59 from factory
An-2	<b>1126 473 01</b>	CCCP-04300	d/d 14oct59 from factory, for 5th Antarctic expedition
An-2	<b>1126 473 03</b>	CCCP-04299	d/d 18dec59 from factory; photo exists; in fleet list 31aug62
An-2	<b>1126 473 16</b>	CCCP-04302	d/d 18dec59 from factory; photo, damaged when float struts collapsed, but
An-2	<b>1127 473 09</b>	CCCP-04301	d/d 18dec59 from factory
An-2	<b>1127 473 16</b>	CCCP-04325	d/d 18dec59 from factory; in fleet list 28jul62
An-2	<b>1127 473 20</b>	CCCP-04326	d/d 18dec59 from factory
An-2	<b>1135 473 05</b>	CCCP-04350	04apr60 taken on charge; damaged 19dec61 by airfield tractor
An-2	<b>1135 473 09</b>	CCCP-04351	04apr60 taken on charge
An-2	<b>1137 473 14</b>	CCCP-04352	d/d 22jun60; photo exists with skis,
An-2	<b>1137 473 15</b>	CCCP-04353	d/d 22jun60
An-2	<b>1141 473 04</b>	CCCP-04354	d/d 05nov60; l/n SVO 29jul69
An-2	<b>1141 473 05</b>	CCCP-04355	d/d 05nov60
An-2	<b>1G23-08</b>	CCCP-09260	rgd 01dec62; d/d sep62
An-2T	<b>1G25-29</b>	CCCP-44956	rgd 17jan63; in fleet list 25aug64; canx 1978
An-2TP	<b>1G26-29</b>	CCCP-44978	rgd 17jan63; in fleet list 09may63/mar65
An-2	<b>1G27-06</b>	CCCP-44984	rgd 17jan63; in fleet list 09may63/mar65; canx 1970
An-2	<b>1G40-07</b>	CCCP-42605	rgd 26dec63; in fleet list 25aug64; rgd to AFL/Krasnoyarsk 27jun72
An-2	<b>1G40-08</b>	CCCP-42606	rgd 26dec63; in fleet list 25aug64; rgd to AFL/Tyumen 30jun72
An-2	<b>1G41-03</b>	CCCP-42633	rgd 16jan64; in fleet list 25aug64; rgd to AFL/Krasnoyarsk 27jun72
An-2	<b>1G41-06</b>	CCCP-42636	rgd 16jan64; rgd to AFL/Tyumen 30jun72
An-2T	<b>1G42-27</b>	CCCP-42679	rgd 20mar64; rgd to AFL/Yakutsk 09nov72
An-2T	<b>1G42-37</b>	CCCP-42689	rgd 14may64; rgd to AFL/Yakutsk 26dec72
An-2	<b>1G52-26</b>	CCCP-65834	rgd 04feb65; rgd to AFL/Magadan 09jan73
An-2	<b>1G52-27</b>	CCCP-65835	rgd 04feb65; sank 13apr66 at Chukotskoye See, captained by Yu.P.Ilyichev, crew ok
An-2TP	<b>1G53-13</b>	CCCP-65861	rgd 04feb65; rgd to AFL/Magadan 09jan73
An-2TP	<b>1G53-16</b>	CCCP-65864	rgd 04feb65; rgd to AFL/Yakutsk 29jun72
An-2TP	<b>1G53-28</b>	CCCP-65876	rgd 04feb65; rgd to AFL/Magadan 09jan73
An-2TP	<b>1G53-33</b>	CCCP-65881	rgd 04feb65; w/o 08apr66, caught fire at SP-15 ice station, Arctic, burnt out; canx 1966
An-2TP	<b>1G64-20</b>	CCCP-41305	rgd 18dec65; rgd to AFL/Yakutsk 05nov83
An-2TP	<b>1G64-29</b>	CCCP-41314	rgd 25dec65; rgd to AFL/Magadan 04jun81
An-2V	<b>1G66-01</b>	CCCP-41366	rgd 07feb66; canx 1987
An-2V	<b>1G66-02</b>	CCCP-41367	rgd 07feb66; canx 1971
An-2V	<b>1G66-08</b>	CCCP-41373	rgd 07feb66; canx 1974
An-2TP	<b>1G72-24</b>	CCCP-96240	rgd 22aug66; rgd to AFL/Yakutsk 05nov83
An-2TP	<b>1G72-32</b>	CCCP-96248	rgd 22aug66; canx 1973
An-2V	<b>1G78-08</b>	CCCP-29366	rgd 07feb67; w/o 12apr67, landing on cracked ice and sank, Kara Sea; canx 1968
An-2V	<b>1G78-09</b>	CCCP-29367	rgd 07feb67; canx 1984
An-2TP	<b>1G83-31</b>	CCCP-40528	rgd 05aug67; canx but date unknown
An-2TP	<b>1G84-25</b>	CCCP-40572	rgd 05aug67; rgd to AFL/Yakutsk 15jun73
An-2TP	<b>1G84-25</b>	CCCP-40572	rgd 05aug67; rgd to AFL/Yakutsk 15jun73
An-2TP	<b>1G84-48</b>	CCCP-40595	rgd 29aug67; canx 1979
An-2	<b>1G101-17</b>	CCCP-32436	rgd 26may69
An-2	—	CCCP-N576	in fleet list 29may58
An-2	—	CCCP-N588	w/o 04may58; crashed in East Siberia
An-2	—	CCCP-N590	participated in SP-5 Arctic expedition 1955
An-2V	—	CCCP-01183	in green c/s with red fin and cheatline
An-2	—	CCCP-04078	in orange c/s with white trim, 'Polyarnaya Aviatsiya' titles and Polar Aviation badge with penguin below cockpit
An-2	—	CCCP-04278	w/o 22nov61; sank after unplanned landing on river/Es ice near Nizhniye Kresty airport
An-2	—	CCCP-04282	w/o 24mar65; crashed on take off in East Siberia, engine failure (carburetor icing); no proper pre-flight carburetor maintenance, captained by N.D.Skarin
An-2	—	CCCP-04283	w/o 17mar62; crashed on take off, due to pilot error, no fatalities
An-2	—	CCCP-04288	in fleet list aug67
An-12	<b>8 9 006 04</b>	CCCP-04331	i/s 13mar59; delivered new from factory; first landing of An-12 on ice in Arctic 04apr60 in supply mission for SP-8. C/s of GUSMP; w/o apr62
An-12	<b>8 9 006 05</b>	CCCP-04343	i/s 13mar59; delivered new from factory; crashed and exploded Novosibirsk 14jan67 during an emergency landing, a fire had broken out in the freight hold soon after take off; five crew and a passenger killed
An-12B	<b>9 9 010 10</b>	CCCP-04362	MAP Zhukovski rgd 15jul61; trf to Polyaraaya Aviatsii mar63; f/n SVO 12jul70 with

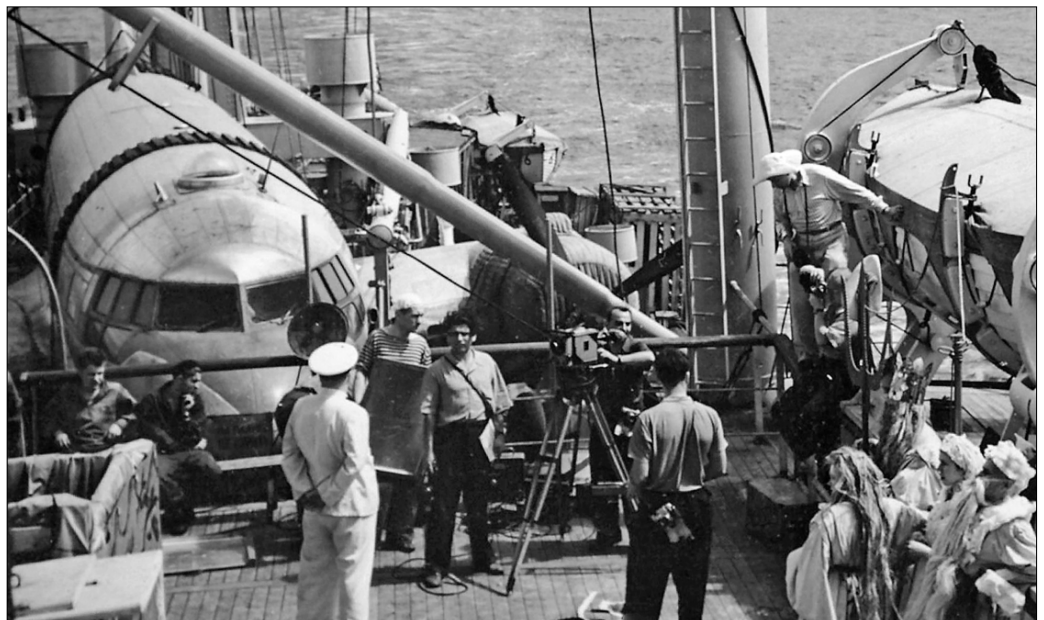


On 4 April 1960, An-12 CCCP-04331 was the first of the type to land on the ice of the Arctic. The Antonov was on a supply mission for SP-8 and carried the colours of the GUSMP, the Main Directorate of the North Seaside Path. It was delivered shortly before in March 1959 and sadly lost in an accident in April 1962.

			'Aeroflot' titles; trf to the Soviet Air Force 10mar70; seen may97/jun99 in Chortkov technical School
An-12B	<b>9 9 011 07</b>	CCCP-04373	rgd 26feb63; h/o to Polar Directorate 25aug64 from "Air Force and Industry" f/n SVO 27mar68; burnt remains LED dump 11sep93 c/n checked
An-12B	<b>0 9 013 08</b>	CCCP-04363	MAP Zhukovski rgd 06sep60; trf to Polyarnaya Aviatsii 23dec60; f/n SVO 1963 with 'Aeroflot' titles; to the Soviet Air Force 10mar70; seen may97/jun99 in Chortkov technical School
An-12	<b>0 9 013 09</b>	CCCP-04364	i/s 23dec60; new delivery; w/o apr62
An-12TP-2	<b>1 9 015 10</b>	CCCP-04366	i/s 21dec61; was handed over to Polar Directorate after re-equipping from OKB p/o box 4 according records; took part in Antarctic expedition 15dec61-02feb62; in fleet list mar63; dbr Blagoveshchensk 04jun67 when main port gear collapsed on landing
An-12TB	<b>40 24 02</b>	C/P-11372(1)	rgd 12aug64; took part in an Antarctic expedition; carried a penguin on the fin; f/n SVO 12jul70; see c/ns 401912 and 5343204; trf to AFL/Moscow 14jul72
An-12B	—	CCCP-04365	photo; ski-equipped; in fleet list mar63 with no c/n
ANT-4 (G-1)	—	CCCP H-120	
Be-6K	<b>6 60 22 03</b>	CCCP-N611	trf 1956 in green/light blue c/s with small 'Polyarnaya Aviatsiya' titles below the cockpit; in fleet list mar58; photo exists
Be-6K	—	CCCP-N609	trf 1955; registration painted on aircraft as 'CCCP-H-609'; in green/light blue c/s, 'Polyarnaya Aviatsiya' badge and small 'Polyarnaya Aviatsiya' titles below the cockpit; photo exists, taken at Taganrog in the late 1950s
Be-6K	—	CCCP-N635	trf 1957
Be-6K	—	CCCP-N646	trf 1957
Be-6K	—	CCCP-N648	trf 1957
Be-6K	—	CCCP-N655	trf 1957
Be-6K	—	CCCP-N662	trf 1957
Be-6K	—	CCCP-04257	probably one of the aircraft above; green/light blue c/s, small 'Polyarnaya Aviatsiya' titles below the cockpit; photo exists, taken at Arkhangelsk in 1962
C-47	—	CCCP N-369	in light green c/s with polar bear badge on nose; dropped parachutists over the North Pole 09may49; dbr 28oct50 on take-off from the drifting polar station SP-2 when lost speed immediately after getting airborne and inclined to the left, the left wing and the left gear hit ice heaps (the gear was ripped off), then bounced, inclined to the right and the right gear hit an ice heap as well, came to rest 800 m from the airstrip, crew and passengers escaped with minor injuries; fuselage used as a make-shift kitchen until the station was abandoned 11apr51; l/n drifting on ice at 75°40' N, 183°55' E 06jun54; eventually sank
R4D	—	CCCP N... ?	ex US Navy; had been abandoned on drifting ice north of Point Barrow mar52 after the left landing gear had collapsed; discovered by the Soviets near the Pole of Relative Inaccessibility may54; repaired with parts from a C-47 with 'zero hours' left (dispatched to the site to be cannibalised and left behind); flown to Kresty 15jun54; crash-landed at drifting polar station SP-3 in late 1954 and wfu; fuselage used as a sauna; eventually sank
IL-12	<b>30 100</b>	CCCP-04250	in fleet list 03dec61/1964; wfu 24jul65; photo available; preserved on a playground
IL-12D	<b>9 303 37 19</b>	CCCP-N440(2)	shipped to Antarctica on board M/V "Ob" in 1957; photo at Banger Oasis 1957; damaged at Ice Station Mirny 16jan58, but repaired; was the first Soviet aircraft to reach the South Pole 25oct58
IL-12	<b>9 303 38 19</b>	CCCP-41807	h/o 05nov60 from Air Force, to Antarctic expedition

IL-12	—	CCCP-N143	participated in Sever-6 Arctic expedition 1954
IL-12	—	CCCP-N440(1)	photo; IL-12 sans suffixe; not fitted with skis; natural metal overall
IL-12	—	CCCP-N438	participated in Sever-6 Arctic expedition 1954
IL-12	—	CCCP-N441	photo; IL-12 sans suffixe
IL-12	—	CCCP-N442	participated in SP-6 Arctic expedition 1958-59
IL-12	—	CCCP-N443	participated in SP-4 Arctic expedition 1956-57; force landing dec57
IL-12	—	CCCP-N475	participated in SP-6 Arctic expedition 1958-59
IL-12	—	CCCP-N476	participated in first Arctic expedition 1956-57
IL-12	—	CCCP-N479	photo in "Aviatsiya i Vremya" # 5/2000; crashed near Mezen 04mar55
IL-12	—	CCCP-N480	participated in Sever-7 Arctic expedition 1955
IL-12	—	CCCP-N525	participated in Sever-7 Arctic expedition 1955
IL-12	—	CCCP-N526	photo
IL-12D	—	CCCP-N561	ex Soviet Air Force; f/n aboard research vessel M/V "Ob" 27sep57; nose gear collapsed when hit a pothole while taxiing 16jan58, but repaired; photo at Ice Station Komsomolskaya (Antarctica) nov59
IL-12D	—	CCCP-01807	photo; at Ice Station "Vostok" (Antarctica) 1964
IL-12	—	CCCP-04248	in fleet list 19sep60
IL-12	—	CCCP-04259	no details known
IL-14	<b>1470 013 13</b>	CCCP-04195	in fleet list mar63; trf to AFL/Krasnoyarsk; dbr near Cape Chelyuskin airport 27oct77 (deviation from approach pattern and CFIT)
IL-14	<b>1470 013 26</b>	CCCP-04197	in fleet list mar62
IL-14LR	<b>1470 013 27</b>	CCCP-04198	in fleet list 22dec61; h/o 24sep62 to Antarctic expedition; overran on landing Pevek airport 23jan64, nose gear collapsed, repaired; mar80 ice reconnaissance version
IL-14	<b>1470 013 28</b>	CCCP-N629	in fleet list 28may58
IL-14LR	<b>1470 013 34</b>	CCCP-04191	in fleet list 08jul58 with c/n reported just as 1334; f/n CYX 05jul92 partly broken up
IL-14	<b>1470 014 19</b>	CCCP-04201	in fleet list 20oct58; f/n CYX 05jul92 partly broken up
IL-14	<b>1470 014 20</b>	CCCP-04202	SVO 28jun63 tail hit wing of An-10 CCCP-11196 whilst taxiing; in fleet list 1964
IL-14	<b>1470 014 21</b>	CCCP-04203	in fleet list 15aug61/1964
IL-14T	<b>1480 019 01</b>	CCCP-N341	d/d 18mar58
IL-14T	<b>1480 019 02</b>	CCCP-N344	mfd 21feb58; d/d 18mar58
		CCCP-04177	fleet list mar65; trf to AFL/Krasnoyarsk; converted to IL-14LR 27jun84 at ARZ 407; damaged at Graham Bell Island, Franz-Joseph-Land archipelago, 30mar86, swung to starboard after rotation, aborted take-off but overran, collapsing the nose gear, repaired
IL-14T	<b>1480 019 03</b>	CCCP-N363	d/d 18mar58from factory
		CCCP-04178	r/r 14oct59 re-registered, handed over to 5th Antarctic expedition; fuselage only seen Igarka 11jun94
IL-14T	<b>1480 019 04</b>	CCCP-N388	d/d 18mar58
IL-14T	<b>1480 019 05</b>	CCCP-N389	d/d 18mar58
IL-14T	<b>1480 019 06</b>	CCCP-N446	d/d 18mar58
		CCCP-04181	r/r 28may58; h/o 24sep62 to Antarctic expedition; Polar Aviation «Whale»; with «Initsiativa» radar, used call-sign CCCP-30863; seen LED aug78; last reported Murmansk-Murmashi 27mar87 in incident reporttrf AFL/Central Region
IL-14T	<b>1480 019 13</b>	CCCP-N447	d/d 18mar58
		CCCP-04174	r/r; in fleet list 28jan60; trf to AFL/Krasnoyarsk; damaged 11aug79, circumstances unknown, repaired
IL-14T	<b>1480 019 14</b>	CCCP-N448	d/d 18mar58
		CCCP-04182	r/r 03apr59; l/n Cherskye 04jul92 partly broken up
IL-14T	<b>1480 019 15</b>	CCCP-N449	Polyarnaya Aviats.d/d 18mar58 from factory
		CCCP-04183	r/r; in fleet list 26jun59; photo exists; damaged 19dec60 on landing at SP-8 stationÆs ice airstrip, Arctic; still in fleet list 28mar61
IL-14T	<b>1480 019 16</b>	CCCP-N450	d/d 18mar58
IL-14P	<b>6 34 12 09</b>	CCCP-N812	in fleet list 18mar58

*On the way to Antarctica during the 1st SAE (Soviet Antarctic Expedition), late 1956. The scene shows a party to celebrate the equatorial crossing aboard the vessel "Ob" with the crew meeting Neptune. The aircraft in the background is IL-12 CCCP-N476, watching closely what happens on the deck.*





*This photo shows the loading of the first IL-14 to the Antarctic, CCCP-04178, onto the research vessel "Ob" in Leningrad on 12 November 1959. The aircraft would take part in the 5th SAE. Its fuselage was seen at Igarka on 11 June 1994 on one of the first Siberian spotting trips by Alpha Mike Tours.*

		CCCP-04186	r/r; in fleet list 19jun58/03mar61; crashed 05dec61 (wing hit ice) while landing on ice airstrip of SP-8 station, Arctic, dbr
IL-14P	<b>6 34 12 10</b>	CCCP-04187	in fleet list 19jun58
IL-14T	<b>6 34 13 01</b>	CCCP-04188	AFL/Central Region; mfd 17apr56; in Polyarnaya Aviatsii fleet list 22nov61; converted to polar version; crashed Hayes Island, Franz-Joseph-Land archipelago 12feb81, landed into deep snow beside runway, pilot error caused by inadequate runway lighting, nose gear collapsed and the long-range fuel tanks in the cabin broke loose, fatally injuring two passengers; used for spares; t/t 27,926 hours and 11,225 cycles
IL-14T	<b>6 34 13 02</b>	CCCP-04189	mfd 29apr56; in fleet list 28mar61; cvtd to IL-14LIK-2; trf to AFL/Ukraine
IL-14P	<b>6 34 13 03</b>	CCCP-04190	in fleet list 22nov61; h/o 24sep62 to Antarctic expedition; cvtd to IL-14LIK-2; with Polyarnaya Aviatsiya at Mirny (Antarctica); was equipped as geophysical survey laboratory by PGO "Sevmorgeo" (Geology Association "Severnaya Morskaya Geologiya" or Northern Seaside Geology) in early 1970s, prototype of such flying labjratory, later some Polar Il-14 were also converted to such standart
IL-14P	<b>6 34 13 04</b>	CCCP-N822	in fleet list 18mar58
IL-14T	<b>7 34 34 07</b>	CCCP-N444	in fleet list 18mar58
		CCCP-04192	r/r; in fleet 22nov61
IL-14T	<b>7 34 35 06</b>	CCCP-N445	mfd 15nov57; in fleet list 18mar58
		CCCP-04193	r/r; photo may72; cvtd to IL-14FKM; '22 SAE' (22nd Soviet Antarctic Expedition) titles on tail; stalled and crashed on take-off at Ice Station Molodyozhnaya, Antarctica, 02jan79 due to to wind shear while working for the 24th SAE; t/t 19,494 hours 8 minutes and 12,705 cycles, crew killed, passengers including 24 SAE chief E.S.Korotkevich seriously injured, first fatal accident in Russian Antarctic aviation
IL-14	—	CCCP-N632	made forced landing mar58
IL-14	—	CCCP-04176	25aug66; re-equipped with ROZ-1 nose radar instead of RBP-3 system; l/n nov74
IL-14G	—	CCCP-04180	in fleet list 12mar60; photo oct79 Polar aviation "Penguin"; dbr at Ice Station Komsomolskaya, Antarctica, when engines failed to develop take-off power (date unknown) and used for spares; forward fuselage detached from the "dead body" and used to repair IL-14FKM CCCP-41834 damaged on 07nov87 ! (story in "Pravda" daily on 25mar90)
IL-14	—	CCCP-04184	in fleet list 15aug61; crashed 04dec61 on landing at Dikson airport, dbr
IL-14	—	CCCP-04185	in fleet list 12mar60
IL-14	—	CCCP-04194	in fleet list 12mar60/15aug61
IL-14	—	CCCP-04196	w/o 04jan59; type not confirmed as an IL-14, but likely; crashed at Khatanga region, at least two crew killed
IL-14	—	CCCP-04200	in fleet list 12mar60; w/o 02sep60 on a flight from Mys Shmidta to Moscow via Perek, Cherski, Chokurdakh, Tiksi, Khatanga, Dikson, Amderma, Arkhangelsk and Cherepovets when crashed into the slope of Mt. Belaya 8 km from Zikhново (Kenozero National Park, Arkhangelsk region) in bad visibility, all 5 crew and 13 passengers (polar researchers from the Soviet military) killed
IL-14	—	CCCP-41691	photo in book "Die Luftfahrt der UdSSR 1917-1977"
IL-18B	<b>189 0008 01</b>	CCCP-04330	d/d 13mar59; photo originally basic pre-1973 IL-18 c/s with bold titles above windows instead of 'Aeroflot' titles and a small GUSMP (GlavSevMorPut') or Main Directorate of Northern Nautical Path tail logo in lieu of a flag; repainted in standard pre-1973 c/s; rgd given as 23feb59 for CCCP-75479 in Soviet Register; seen with Aeroflot titles SVO jun65 with additional small 'Polyarnaya Aviatsiya' titles below windows; tf to AFL/Moesow
IL-18B	<b>189 0017 05</b>	CCCP-75708	AFL/Moscow rgd 03feb60; f/n CAI 23jul61 with Yuri Gagarin aboard; trf to Polyarnaya Aviatsiya 22nov61 from 235 oao; destroyed during landing at Vnukovo on 28sep69; canx 1969
IL-18V	<b>180 0019 02</b>	CCCP-75716	AFL/Moscow rgd 21apr60; f/n PIK 29apr62; was the personal aircraft of Khrushchev; handed over to Polyarnaya Aviatsiya and carried large 'Aeroflot' and small 'Polyarnaya Aviatsiya' titles; converted to a meteorological research aircraft by Factory # 30 in 1963;

IL-18V	<b>180 0021 03</b>	CCCP-04356	in 1968, formally handed over the 63rd Flight of the Central Directorate of MVS rgd 10jun60; c/n from test report; d/d 22jun60; in fleet list may62; same GUSMP c/s as CCCP-04330 mention a few lines up; rgd to AFL/Moscow 18may66
IL-18V	<b>180 0024 02</b>	CCCP-75534	rgd 29feb64; ex Ghana Airways 9G-AAI; in fleet list 25aug64
IL-18V	<b>181 0026 01</b>	CCCP-75732	rgd 06feb61; d/d 03mar61; w/o 26feb63 on a flight from Anadyr to Magadan when landed on ice near Cape Schmidt and sank; canx 06apr63
IL-18V	<b>181 0029 01</b>	CCCP-75743	rgd 17mar61; d/d 22nov61; f/n SVO 15dec61; took part in Antarctic expeditions 15dec61/ 02feb62 and 20nov63/11jan64; converted to configuration 26A (Ilyushin OKB index for special polar variant) in 1961-63. 26A which included improvement in engine oil system, extra cabin fuel tanks and additional navigation systems/n Mascot dec66; was equipped with "Igla" (Needle) side looking radar housing (like Il-20 in the future). Aerial radar trials in behalf of LNPO "Leninets"; trf to AFL/Moscow-VKO 31mar70
IL-18V	<b>181 0029 05</b>	CCCP-75744	rgd 14apr64; in fleet list may62 and used in Antarctica in 1963; f/n VKO 06apr72; trf to AFL/Krasnoyarsk 18aug77
IL-18V	<b>182 0053 04</b>	CCCP-75844	rgd 30nov62; was the first Il-18V-26A long-range polar version (see comment with CCCP-75743); later converted to a standard Il-18V and trf to AFL/Moscow-DME
IL-18V	<b>182 0053 05</b>	CCCP-75845	delivered as Il-18V-26A (see comment with CCP-75743); took part in Antarctic expeditions 20nov63/11jan64 and 24dec65/1966; later converted to a standard Il-18V and trf to AFL/Moscow-DME
IL-18V	<b>185 0083 05</b>	CCCP-75593	f/n SYD 1961; was rgd 05may66 again after being lease to the Polish AF; trf to AFL/ Moscow 22apr69
IL-18	—	CCCP-04350	d/d 1959; handed over to Aeroflot 1964
IL-18	—	CCCP-04770	d/d 1959; handed over to Aeroflot 1964
Fw 200	—	CCCP-H400	force-landed on ice of Baidaratskaya guba after multiple engine-failure en route Igarka- Arkhangelsk 13 Dec 1948; t/t only about 90 hours. Pax and crew (captained by Titlov) OK, were rescued 16 days later by several Po-2s
Fw 200	—	CCCP-H401	
JuG-1	—	CCCP-H4	on floats
Ka-15	<b>15 99 01-01</b>	CCCP-N26	in fleet list apr59; wfu by jan60
Ka-15	<b>15 99 01-02</b>	CCCP-04322	in fleet list may58 and nov60
Ka-15	<b>15 99 01-05</b>	CCCP-N27	in fleet list apr59; wfu by jan60
Ka-15M	<b>15 23-08</b>	CCCP-04327	d/d 15may59
		C/P-86606(1)	w/o 24sep62; on approach to the icebreaker "Moscow" when the contra-rotating rotor blades collided with each other due to strong wind, the helicopter crashed and sank, no casualties
Ka-15M	<b>15 23-09</b>	CCCP-04329	d/d 15may59; in fleet list nov60
Ka-15	<b>15 23-12</b>	CCCP-04347	in fleet list nov60
Ka-15M	<b>15 23-19</b>	CCCP-04347	d/d 15may59
Ka-15M	<b>15 23-20</b>	CCCP-04328	d/d 15may59; rgd to Aeroflot 18mar64
Ka-15	<b>15 24-25</b>	CCCP-04348	d/d 05nov60
Ka-15	<b>15 25-15</b>	CCCP-04349	d/d 05nov60
Ka-15	—	CCCP-0432.	photo last digit not visible
Ka-15	—	CCCP-30201	photo
Ka-32S	—	CCCP-04173	photo
Li-2	<b>184 277 02</b>	CCCP-N458	in fleet list may58; supported the drifting polar station SP-6 in 1958/59
		CCCP-04238	r/r; assigned to Antarctic expedition 24sep62
Li-2	<b>184 281 07</b>	CCCP-04204	in fleet list may59
Li-2	<b>184 282 02</b>	CCCP-04226	in fleet list jan60; assigned to Arctic expedition "Sever-13" 12jun61; w/o may62 when sank in Antarctica
Li-2T	<b>184 307 03</b>	CCCP-N499	photo
		CCCP-04208	r/r; to 5th Antarctic expedition 14oct59; w/o 1959 when sank in Antarctica
Li-2V	<b>184 307 05</b>	CCCP-N502	w/o 16feb58; while taxiing out for take-off at Mirny (Antarctica) when fell off the edge of the ice into the ocean and sank after failed to make a U-turn as the tailskid was locked, the crew jumped clear before the aircraft got stuck on the edge of the ice, an attempt was made to pull the aircraft to safety with a tractor, but the ice started crumbling and the aircraft fell down
Li-2	<b>184 307 10</b>	CCCP-04228	equipped with radar; in fleet list sep59; damaged 14feb64 on landing at an unknown airport when the landing speed was too high and the aircraft turned over; still in fleet list mar65
Li-2V	<b>184 306 08</b>	CCCP-N496	photo; operated in Antarctica in 1958
Li-2T	<b>184 308 01</b>	CCCP-N496	photo; f/n aboard research vessel M/S "Ob" 27sep57; damaged aboard M/S "Ob" near Ice Station Mirny, Antarctica, 23nov57 but repaired when the aircraft was unloaded onto the pack ice in order to be reassembled and flown to Mirny in support of the 3rd Continental Antarctic Expedition a couple of days earlier; on 23nov57, however, a storm broke loose and the ice started crumbling, necessitating a hasty evacuation of the aircraft for fear that it would fall through and sink, as the fuselage was being lifted aboard the ship the rear lifting shackle broke and the aircraft fell on the deck, suffering serious damage; dbr on take-off at Ice Station Mirny feb58 when stalled and crashed due to too low unstuck speed
Li-2T	<b>184 343 06</b>	CCCP-N531	in fleet list may58
Li-2	<b>184 346 06</b>	CCCP-N53.	photo; last figure of reg not visible; supported the drifting polar station SP-3 in 1954
Li-2	<b>184 346 10</b>	CCCP-04213	in fleet list sep59; w/o 11apr67 when lost orientation on final approach to a snow airstrip in poor visibility, the pilot saw the ramp with parked helicopters at the last moment as he was misled by the marking of the beginning of the airstrip (empty tanks), the aircraft made an emergency turn out and crashed on the ice of the Kolyma river, several occupants injured



Another flying asset taking part in the 1st SAE in 1957 was Mi-4 CCCP-N87, painted in overall red colours. The helicopter was written off in an accident on 3 January 1958 at Mirny station, Antarctica, and was struck off charge.

Li-2T	<b>184 357 08</b>	CCCP-04214	h/o to 5th Antarctic expedition 14oct59; damaged dec68 on landing at Antarctica and destroyed by a storm
Li-2T	<b>184 359 04</b>	CCCP-04215	in fleet list sep59
Li-2	<b>184 359 09</b>	CCCP-63916	trf 25aug64; either by Soviet Air Force or by arms industry
Li-2	<b>184 366 06</b>	CCCP-04212	in fleet list may59
Li-2	<b>184 375 03</b>	CCCP-63918	trf 25aug64; either by Soviet Air Force or by arms industry
Li-2	<b>184 398 02</b>	CCCP-04217	assigned to Antarctic expedition 24sep62; in fleet list mar65
Li-2	<b>184 398 04</b>	CCCP-N578	participated SP-3 Arctic expedition 1954; in fleet list may58
Li-2	<b>184 401 02</b>	CCCP-04220	in fleet list sep59
Li-2T	<b>3 34 439 05</b>	CCCP-N4...	photo; last two digits of registration not readable
Li-2T	<b>3 34 439 06</b>	CCCP-N465	mfd jan53; damaged by hurricane at ice Station Mirny 15aug57 but repaired and converted to Li-2V and possibly re-registered CCCP-04165
Li-2	<b>3 34 439 09</b>	CCCP-63917	trf 25aug64; either by Soviet Air Force or by arms industry
Li-2	<b>3 34 444 08</b>	CCCP-N602	supported the drifting polar station SP-6 in 1958/59
Li-2	<b>126 50 10</b>	CCCP-04368	h/o 03mar61 by Soviet Air Force
Li-2	<b>126 51 09</b>	CCCP-04369	h/o 03mar61 by Soviet Air Force; in fleet, photo mid 1970s at Severnaya Zemlya Islands
Li-2	<b>126 56 01</b>	CCCP-04367	h/o 03mar61 by Soviet Air Force
Li-2	<b>126 56 05</b>	CCCP-04370	h/o 03mar61 by Soviet Air Force; w/o 13oct64 when hit a hill near the river Anabar (Tiksi region) in poor visibility, hit another hill after 650 m flight, jumped and crashed after another 60 m flight, lost one engine and finally moved 100 m on the ground, crew injured
Li-2	<b>126 57 08</b>	CCCP-04371	h/o 03mar61 by Soviet Air Force
Li-2	<b>126 57 10</b>	CCCP-04372	h/o 03mar61 by Soviet Air Force; damaged 23sep63 when overran on landing at Kosisty
PS-84(T)	—	CCCP-N359	reportedly dbr 07nov50 on take-off from the drifting polar station SP-2 when the left wingtip struck ice hummocks and the aircraft crashed; but see C-47 CCCP N-369 !
Li-2	—	CCCP-L449	photo
Li-2	—	CCCP-N459	participated Sever-5 Arctic expedition 1950-51
Li-2	—	CCCP-N462	participated Sever-5 Arctic expedition 1950-51
Li-2	—	CCCP-L485.	in silver/red c/s; photo 1956
Li-2T	—	CCCP-N470	photo; operated in Antarctica in 1958
Li-2	—	CCCP-N495	photo; operated in Antarctica in 1958
Li-2V	—	CCCP-N501	photo; dbr feb58 when crash-landed between the Polar Stations Komsomolskaya and Mirny as the fuel tank selector cock was not switched over in time; stripped for spares
Li-2	—	CCCP-N503	in fleet list may58
Li-2	—	CCCP-N507	photo; at Mirny Polar Station (Antarctica) in 1957
Li-2	—	CCCP-N527	photo
Li-2	—	CCCP-N533	photo
Li-2	—	CCCP-N534	photo; damaged 09mar58 in a forced landing at Sredni island on the Severnaya zemlya archipelago, but repaired
Li-2	—	CCCP-N549	participated SP-6 Arctic expedition 1958-59
Li-2	—	CCCP-N554	damaged feb58 during a forced landing, but repaired
Li-2	—	CCCP-N555	damaged 22jan58 during a forced landing at Khatanga airport, but repaired
Li-2	—	CCCP-N556	photo; used to re-supply the drifting polar station SP-2 oct/04nov50; operated in Antarctica in 1958
Li-2	—	CCCP-N560	photo; in the Far-East mid 1950s and mentioned in document dated 10jan58
Li-2	—	CCCP-N581	damaged jan58 during a forced landing

Li-2T	—	CCCP-03505	photo; in camo c/s, titles not visible
Li-2RT	—	CCCP-02348	photo; radio relay aircraft
Li-2	—	CCCP-04205	in fleet list jul62
Li-2	—	CCCP-04218	in fleet list apr60 and mar65; underwent trials with new ski-equipped gear around 1960
Li-2T	—	CCCP-04219	photo; in fleet list mar60 and mar66; photos apr61 & oct61; in dark green c/s with light blue undersides
Li-2T	—	CCCP-04221	in fleet list mar60; converted to Li-2V equipped with two TK-19 turbo compressors for Antarctic expedition aug62; w/o 29apr66 on a flight from Mirny station to Oasis station (Antarctica) when landed on a lake and the ice cracked 20 seconds later, the aircraft finally sank 15 days later, crew rescued by a Mi-4
Li-2	—	CCCP-04229	w/o 12nov59; on approach to Ust'-Tareya when crashed 3 km short of the runway in poor weather
Li-2	—	CCCP-04231	photo
Li-2	—	CCCP-04240	dbf 02dec62 on landing at an unknown airfield when one of the main landing gears failed, attempted to land with the help of a lorry moving in parallel with the landing aircraft so that the wing should come to rest on the lorry, but aircraft and lorry collided
Li-2	—	CCCP-04241	in fleet list dec65
Li-2	—	CCCP-04244	w/o 03may73 when the gear collapsed whilst taxiing on the ice of the frozen sea in the Canadian Arctic at 82° 15' N, 125° W, was used for upholding communications with Soviet Navy submarines, the wreck was sank by crew by blown up the ice this as the aircraft contained secret equipment, the crew was rescued two days later by another aircraft
Li-2	—	CCCP-04246	in fleet list jan64
Li-2T	—	CCCP-04593	photo
Li-2	—	CCCP-63919	w/o 08may66 when sank 15 minutes after landing on ice at a drifting polar station, no casualties
Li-2	—	CCCP-69919	in fleet list may66
Mi-1M	<b>9 68 013 01</b>	CCCP-68073	AFL/Far East; trf to Polyarnaya Aviatsiya 22nov61; in fleet list mar65; in all-red c/s; w/o 12sep67 while operating from the icebreaker "Kiev", a main gear strut cracked (due to a low-quality repair) while the engine was running, turned over to its side and caught fire
Mi-1MG	<b>9 68 015 03</b>	CCCP-68111	AFL/Far East; trf to Polyarnaya Aviatsiya 22nov61; c/n given in Polar Aviation documents as 96801513, possibly a typo
Mi-1M	<b>4 01 025</b>	CCCP-13317	rgd 12feb64; trf 25aug64 either by Soviet Air Force or by arms industry; w/o 28jan66 on take-off from the icebreaker "Moskva" when took off with side wind instead of against the wind, the tail rotor hit the superstructure of the ship and the helicopter crashed onto the ice, pilot and both passengers escaped without injuries
Mi-1M	<b>4 01 026</b>	CCCP-13318	rgd 22jan64; trf 25aug64 either by Soviet Air Force or by arms industry; canx 1968; was damaged 12sep67 while operating from the icebreaker "Kiev" when was hit by flying wreckage from the accident of Mi-1M CCCP-68073
Mi-1M	<b>4 01 027</b>	CCCP-13319	rgd 12jan64; trf 25aug64 either by Soviet Air Force or by arms industry; canx 1981
Mi-1	—	CCCP-H-11	photo based aboard the icebreaker S/S Yermak.
Mi-1M	—	CCCP-68021	photo in all-red c/s
Mi-2	<b>53 0636 038</b>	CCCP-20006	rgd 26may69; canx 1972
Mi-2	<b>51 0641 048</b>	CCCP-20011	rgd 26may69; canx 1981
Mi-2	<b>51 0642 038</b>	CCCP-20012	rgd 26may69; canx 1971
Mi-2	<b>51 0643 038</b>	CCCP-20013	rgd 26may69; canx 1970
Mi-2	<b>51 0718 068</b>	CCCP-20037	rgd 26may69; trf to AFL/Leningrad 12jan81
Mi-2	<b>51 0719 068</b>	CCCP-20038	rgd 26may69; canx 1974
Mi-2	<b>52 1305 129</b>	CCCP-23860	rgd 28may70; trf to AFL/Leningrad 23apr81
Mi-4	<b>16 06</b>	CCCP-N207	participated in SP-3 Arctic expedition in 1954 (photo)
Mi-4	<b>08 15</b>	CCCP-N87	part taking in the first SAE (Soviet Antarctic Expedition) in 1957; w/o 03jan58 at Mirny station, Antarctic (struck off charge)
Mi-4	<b>04 28</b>	CCCP-N83	w/o 03mar59 at Nagurskaya, Franz-Joseph-Land archipelago
Mi-4A	<b>03 37</b>	CCCP-N963	w/o, struck off charge 18jan60
Mi-4	<b>07 44</b>	CCCP-N95	w/o 03apr59 at ice station SP-7, Arctic; struck off charge

A Petlyakov Pe-8 on a supply mission to station Sever-4 (Nord-4) during an Arctic expedition in 1950. Unfortunately the airplane's registration is unreadable but it looks like CCCP-N396.





Mi-4	<b>11 57</b>	CCCP-04309	d/d 28may58; handed over to Antarctic expedition; current in fleet list 19may68
Mi-4	<b>04 58</b>	CCCP-04307	d/d 28may58; reported still in fleet 17nov58
Mi-4	<b>07 58</b>	CCCP-04308	transferred to AFL/Northern 31jul61
Mi-4	<b>11 58</b>	CCCP-04310	d/d 28may58; crashed on landing, area of Indigirka river 05sep62, (vertical landing speed was exceeded)
Mi-4	<b>05 69</b>	CCCP-04332	in fleet list 17nov58, handed over to Antarctic expedition; destroyed by storm at Antarctic station Lazarevskaya 23nov59
Mi-4	<b>06 69</b>	CCCP-04335	in fleet list 17nov58
Mi-4	<b>07 69</b>	CCCP-04333	in fleet list 17nov58
Mi-4	<b>08 69</b>	CCCP-04336	in fleet list 17nov58
Mi-4	<b>09 69</b>	CCCP-04334	in fleet list 17nov58/05nov60
Mi-4	<b>17 73</b>	CCCP-04312	d/d 14oct59; for 5th Antarctic expedition
Mi-4	<b>05 78</b>	CCCP-04308	in fleet list 28may58
Mi-4	<b>18 79</b>	CCCP-04313	d/d 21sep59
Mi-4	<b>19 79</b>	CCCP-04344	d/d 18dec59; handed over to Sever-13 Antarctic expedition 12jun61; still in fleet list 17mar62
Mi-4	<b>20 79</b>	CCCP-04345	d/d 21sep59; still in fleet list 22jun60; transferred to AFL/Northern 31jul61
Mi-4	<b>01 80</b>	CCCP-04346	toc 18dec59; conducted trials of "Kaliy" television system 17apr64 by observing ice fields at icebreaker from on board of helicopter
Mi-4A	<b>03 97</b>	CCCP-04358	d/d 05nov60; photo exists; current in fleet list mar65
Mi-4	<b>04 97</b>	CCCP-04359	d/d 05nov60; photo exists
Mi-4	<b>05 97</b>	CCCP-04360	d/d 05nov60; photo exists; crashed on test flight at Nizhniye Kresty airport 25 Feb 64, pilot error
Mi-4A	<b>13 119</b>	CCCP-29033	rgd 16mar62; d/d may62; w/o 18mar67, further details unknown; canx 1968
Mi-4P	<b>17 119</b>	CCCP-29037	rgd 16mar62; d/d may62; canx 1973
Mi-4	<b>05 134</b>	CCCP-29062	rgd 01dec62; d/d sep62; current in fleet list 09aug65; canx 1975
Mi-4A	<b>16 150</b>	CCCP-36522	rgd 30nov63; d/d 25aug64; canx 1976
Mi-4A	<b>20 150</b>	CCCP-36526	rgd 30nov63; canx 30sep64
Mi-4A	<b>19 155</b>	CCCP-36545	rgd 24mar64; crashed 03oct78; canx 1979
Mi-4A	<b>13 157</b>	CCCP-36570	rgd 24apr64; canx 1981
Mi-4A	<b>14 157</b>	CCCP-36571	rgd 29apr64; crashed while landing on sloped surface near polar station Ambarchik 07jun64, crew captained by S.S.Chepuritskiy; canx 30sep64
Mi-4A	<b>11 159</b>	CCCP-35242	rgd 03jun64; d/d 25aug64; canx 1974
Mi-4A	<b>12 159</b>	CCCP-35243	rgd 03jun64; d/d 25aug64; canx 1974
Mi-4A	<b>11 161</b>	CCCP-35266	rgd 31jul64; d/d 25aug64; canx 1979
Mi-4A	<b>12 173</b>	CCCP-38232	rgd 19may65; canx 1979
Mi-4A	<b>02 175</b>	CCCP-38248	rgd 26jun65; canx 1969
Mi-4A	<b>16 176</b>	CCCP-38293	rgd 22jul65; canx 1982
Mi-4A	<b>16 179</b>	CCCP-38310	rgd 29oct65; canx 1979
Mi-4A	<b>07 186</b>	CCCP-01832	rgd 28apr67; canx 1984
Mi-4A	<b>13 186</b>	CCCP-01838	rgd 28apr67; trf to AFL/Tyumen 29may78; canx 1979
Mi-4	—	CCCP-N53	participated in Arctic expedition in 1956 on board vessel "Ob"
Mi-4	—	CCCP-N88	participated in SP-4 Arctic expedition in 1956-57; w/o, struck off charge, hulk was burned and sunk
Mi-6	<b>7 68 34 08</b>	CCCP-11295	rgd 06feb68; trf to AFL/Central Regionrgd 30may72
Mi-6	<b>8 68 36 09</b>	C/P-21173(1)	rgd 23may68; trf to AFL/Tyumen 07sep82; canx 1982; see c/n 8683808 !
Mi-6	<b>70 49 08</b>	CCCP-11306	rgd 10aug70; canx 1970
Mi-8	<b>01 29</b>	C/P-22530(1)	rgd 16jun69; trf to AFL/Krasnoyarsk 29jan82; canx 29feb88; see c/n 96042
Mi-8	<b>14 31</b>	CCCP-22454	rgd 16jun69; f/n SVO 02jun71; canx 30nov88
Mi-8	<b>15 31</b>	CCCP-22455	mfd 20mar69; rgd 16jun69; trf to AFL/Central Region-Mya 25feb77
Mi-8	<b>16 33</b>	CCCP-22465	rgd 01aug69; on board "Mikhail Somov", Wellington, NZ 14feb79
Mi-8	<b>11 45</b>	C/P-22159(1)	rgd 23jul70; trf to AFL/Krasnoyarsk 29jan82; canx 31mar89; see c/n 59489607321
Pe-8	—	CCCP-H395	ASh-82FN engines, currently in fleet June 1947, Dikson airport, wreck transferred to Monino museum in 1980s
Pe-8	—	CCCP-H396	ASh-82FN engines, all red c/s, currently in fleet 1950, participated in SP-2 North Pole expedition
Pe-8	—	CCCP-H419	in fleet 1948 (participated in Sever-2 expedition in 1949)
Pe-8	—	CCCP-H562	ASh-72 engines, in fleet 1952 (transportation belly mounted Mi-1 CCCP-H1), 1954 - SP-3, SP-4 North Pole expeditions; overall grey with red upper wing and stabilizer surfaces.
Tu-4	<b>280 57 10</b>	CCCP-N1139	trf early54; ex Soviet Air Force; participated SP-5 Arctic expedition 1955
Tu-4	<b>22 32 04</b>	CCCP-.....	no details known
Tu-4	<b>28 05 03</b>	CCCP-.....	mfd mar52; last flight 07oct58 to Monino; t/t 1,540 hours 05 min and 2,004 cycles and repainted "01" red fake Soviet Air Force c/s at some time; h/o to the Air Force museum when the Monino repair shop was closed down, l/n jul06
Tu-4	—	CCCP-N1155	trf 1955; ex Soviet Air Force
Tu-4	—	CCCP-N1156	trf 1955; ex Soviet Air Force
Tu-4	—	CCCP-N1138	trf early54; ex Soviet Air Force; photo exists
Tu-4	—	CCCP-92648	probably one of the four above
Yak-12A	<b>066 32</b>	CCCP-04315	in fleet list nov58; trf to special aviation group of aerial photography at Moscow 07jul59
Yak-12A	<b>066 33</b>	CCCP-04316	in fleet list nov58; trf to special aviation group of aerial photography at Moscow 07jul59
Yak-12A	<b>066 34</b>	CCCP-04317	in fleet list nov58; trf to special aviation group of aerial photography at Moscow 07jul59
Yak-12A	<b>066 35</b>	CCCP-04318	in fleet list nov58; trf to special aviation group of aerial photography at Moscow 07jul59
Yak-12A	<b>066 36</b>	CCCP-04319	in fleet list nov58; trf to MAP Rybinsk 24jun59
Yak-12A	<b>245 39</b>	CCCP-N343	in all-red c/s; in fleet list oct58; took part in an Antarctic expedition in 1958/59
		CCCP-04314	r/r w/o 22jul60