

CIVIL A/C

XT-115	Douglas DC-3	China National Aviation Corp - CNAC		
XT-610	Convair 240	131 Civil Air Transport - CAT		
B-224	Ilyushin IL-18D	184007805	CAAC	
B-226	Ilyushin IL-18D	187009902	China United Airlines	
B-230	Ilyushin IL-18D	184007605	China United Airlines	
B)311	Lisunov Li-2	18333707	CAAC	
B) 351	Harbin Yunshui Y-11	Y1100101	CAAC	
B-2024	Ilyushin IL-62	11101	CAAC	
B-2213	DeHavilland DH.121	Trident 2E	2173	CAAC

MILITARY A/C

unk	Aero L-29 Delfin		
50954	Antonov An-24		
0001	Chengdu F-6A (Mig-19)		
2207	Chengdu F-6 (Mig-19)		
9214	Chengdu F-6 (Mig-19SF)		
11323	Chengdu F-6 (Mig-19SF)		
14121	Chengdu F-6B (Mig-19)	650640	
20158	Chengdu F-6IV (Mig-19R)	4702	
20708	Chengdu F-6 (Mig-19SF)	5614	
40403	Chengdu F-6I (Mig-19PF)		
40404	Chengdu F-6I (Mig-19PF)		
41483	Chengdu F-6BTI (Mig-19UTI)		
unk	Chengdu F-6 (Mig-19)	0201	
unk	Chengdu F-6 (Mig-19)	0307	
3487	Chengdu F-7 (Mig-21F)		
11244	Chengdu F-7 (Mig-21F)		
11447	Chengdu F-7 (Mig-21F)		
70162	Chengdu F-7 (Mig-21F)		
89119	Chengdu F-7 (Mig-21F)		
36045	Curtiss C-46A Commando		

36047	Curtiss C-46A Commando	
36344	Curtiss C-46A Commando	
unk	DeHavilland DH.98 Mosquito FB.26 ex KA... (RCAF) Poor Condition - some fabricated parts	
4766	Douglas C-47 (see my notes-it is Li-2!!)	
10198	Harbin H-5 (IL-28)	
H501305		
10692	Harbin BT-5 (IL-28)	87211
44690	Harbin BR-5 (IL-28)	H502608
54120	Harbin H-5 (IL-28)	
3529	Harbin Z-5 (Mil Mi-4)	
3685	Harbin Z-5 (Mil Mi-4)	
3889	Harbin Z-5 (Mil Mi-4)	
3993	Harbin Z-5 (Mil Mi-4)	
5361	Harbin Z-5 (Mil Mi-4)	
5512	Harbin Z-5 (Mil Mi-4)	
7272	Harbin Z-5 (Mil Mi-4)	
8673	Harbin Z-5 (Mil Mi-4)	
8919	Harbin Z-5 (Mil Mi-4)	
65567	Harbin Z-5 (Mil Mi-4)	
unk	Harbin Z-5 (Mil Mi-4)	
C-0101	Harbin C-0101	
unk	Harbin Z-101 (Bell 47G)	
unk	Harbin Z-6	
10	Ilyushin IL-10UTI	
33	Ilyushin IL-10	
25	Ilyushin IL-10	Poor Condition
56	Ilyushin IL-10	Poor Condition
80	Ilyushin IL-10	Poor Condition
1219	Ilyushin IL-10	
unk	Ilyushin IL-10	
35140	Ilyushin IL-12	
35141	Ilyushin IL-12	
35240	Ilyushin IL-12	

4202	Ilyushin IL-14/Avia 14M	136913119
unk	Kawasaki Ki-48 Type 99	
06	Lavochkin La-9	
unk	Lavochkin La-9UTI	
24	Lavochkin La-11	
3018	Lisunov Li-2	18439903
3029	Lisunov Li-2	
3049	Lisunov Li-2	18440204
5070	Lisunov Li-2	18440106
8205	Lisunov Li-2	18439709
unk	Lisunov Li-2	white/silver
30	Mikoyan-Gurevich Mig-9	
6273	Mikoyan-Gurevich Mig-15bis	
7274	Mikoyan-Gurevich Mig-15UTI	
6691	Mikoyan-Gurevich Mig-17F	
unk	MI1- Mi-24	
01	Nanchang CJ-5 (Yak-18A)	Aerobatic team scheme
02	Nanchang CJ-5 (Yak-18A)	Aerobatic team scheme
03	Nanchang CJ-5 (Yak-18A)	Aerobatic team scheme
04	Nanchang CJ-5 (Yak-18A)	Aerobatic team scheme
05	Nanchang CJ-5 (Yak-18A)	Aerobatic team scheme
7610	Nanchang CJ-5 (Yak-18A)	
unk	Nanchang CJ-5 (Yak-18A)	
61137	Nanchang CJ-6	code 17
61767	Nanchang CJ-6	code 17
62135	Nanchang CJ-6	
62233	Nanchang CJ-6	code 23
62339	Nanchang CJ-6	code 39
62430	Nanchang CJ-6	code 40
62438	Nanchang CJ-6	code 48
unk	Nanchang CJ-6	code 48
0064	Nanchang A-5	
10269	Nanchang A-5A	
10769	Nanchang A-5	
05-015		
11264	Nanchang A-5A	
12306	Nanchang A-5	
72061	Nanchang F-8	
01	Nanchang F-12	
02	Nanchang F-12	
03	NA P-51K Mustang	111-30591 44-12458
7274	Polikarpov I-16 Rata	

4068	Shenyang F-2 (Mig-15)	
4169	Shenyang F-2 (Mig-15)	
6717	Shenyang F-2 (Mig-15)	560108
63862	Shenyang F-2 (Mig-15)	
001/100	Shenyang F-5 (Mig-17)	
63	Shenyang ET-5 (Mig-17U)	0216
0101	Shenyang F-5 (Mig-17)	
0101	Shenyang TF-5 (Mig-17)	
507	Shenyang ET-5 (Mig-17U)	
0881	Shenyang F-5 (Mig-17)	
1488	Shenyang F-5 (Mig-17)	
2074	Shenyang F-5A (Mig-17PF)	1507
2216	Shenyang ET-5 (Mig-17U)	
2249	Shenyang ET-5 (Mig-17U)	
2424	Shenyang F-5 (Mig-17)	
2579	Shenyang F-5 (Mig-17)	
3637	Shenyang F-5 (Mig-17)	6827
3831	Shenyang F-5 (Mig-17)	
3837	Shenyang F-5 (Mig-17)	2281
8679	Shenyang F-5 (Mig-17)	
13288	Shenyang F-5 (Mig-17)	1027
31481	Shenyang F-5 (Mig-17)	
31482	Shenyang F-5 (Mig-17)	
31487	Shenyang F-5 (Mig-17)	
31580	Shenyang F-5 (Mig-17)	
31581	Shenyang F-5 (Mig-17)	
31583	Shenyang F-5 (Mig-17)	

31584	Shenyang F-5 (Mig-17)	
31681	Shenyang F-5 (Mig-17)	
31682	Shenyang F-5 (Mig-17)	
31685	Shenyang F-5 (Mig-17)	
51230	Shenyang F-5 (Mig-17)	
63138	Shenyang ET-5 (Mig-17U)	
63629	Shenyang ET-5 (Mig-17U)	
63635	Shenyang ET-5 (Mig-17U)	
63833	Shenyang ET-5 (Mig-17U)	
83636	Shenyang ET-5 (Mig-17U)	
15	Stinson L-5 Sentinel	75-3524
unk	Tachikawa Ki-36 Type 98 (Ida)	
20	Tupolev Tu-2S	
2)0462	Tupolev Tu-2S	
20582	Tupolev Tu-2S	
20661	Tupolev Tu-2S	
4114	Tupolev Tu-4	2806501
4134	Tupolev Tu-4	225008
50256	Tupolev Tu-124	5351808
50257	Tupolev Tu-124	6352002
50258	Vickers V.843 Viscount	453
4389	Yakovlev Yak-11	
unk	Yakovlev Yak-11	
unk	Yakovlev Yak-12	
12	Yakovlev Yak-17UTI	
40	Yakovlev Yak-18	
7225	Yunshuji Y-5 (An-2)	
60066	Yunshuji Y-5 (An-2)	

Plus the Tanzanian AF P.149D and the

One aircraft I forgot to mention, the An-24. This was a very pregnant looking aircraft, fitting your description of "07104" used for training bomb aimers. My photo shows faded 50954 on tail - definitely looking original. Surely the same

B & T have 17307104 listed as serial 71291. Someone has 50954 listed as 67302201 just to confuse.

They cant both be very pregnant though!!

John Chapman

I first became confused about the a/c there after I first saw Ogden's list - almost totally different to mine and it came out about 1998 as I recall (although you can't tell now because he cunningly does not have any dates in the front), ie. a couple of years after I was there.

I have been sufficiently excited by this to drag out my photos!

A few simple responses first!

1)

a) Your listing of a "Yakovlev Yak-11, 351 c/n Y1100101" is definitely WRONG. The aircraft is a Harbin Yunshuji Y11, which is the round engined predecessor of the small Y-12 airliner, which exists in some numbers still in China and notably has been exported to a number of countries, eg. Fiji, Malaysia (examples I have seen). In fact one from Fiji has until the last couple of weeks been on the Oz reg and was re-exported to Fiji only a couple of weeks ago. I actually noted the c/n of 351 myself on inspecting the a/c, as "Y1100101", presumably the first of a small production run. It carried and presumably still carries the civil reg "351", ie. B-351 with the "B" omitted. (As matter of confirmation, the Yunshuji Y11B prototype had the c/n Y11B10001). The Yak-11 was a big round engined fighter - NATO name "Moose".

b) Similarly your Yak-11 "3884" is also a Yunshuji Y11 civil airliner (B- omitted). It was registered to CAAC until 1985 and was then transferred to China Flying Dragon. It was current in 1997.

2) In 1996 there was no An-12 there.

3) In 1996 there were 8 x Li-2s and 1 x C-47. As I type this I am checking my photos! The two types are of course easy to distinguish.

i) Whole a/c on wheels, "311". No reason to believe that this is not genuine, ie. it is B-311 with the B omitted (because it never went outside China - a bit like all those tin aeroplanes in NZ which don't bother with the ZK-. Still in period of retirement CAAC (not CNAC)scheme. Colin Ballantine and Pamela Tang, Chinese Aircraft register 1949-1999 (a book based on personal original research), list 311 as being c/n18433707.

Col and Pam are friends of mine. Pam was an executive of one of the Chinese airlines, and I they told me when she left China with Colin (in about 1993/94) that she had corrected the c/n of even some Boeing 737s which had previously been wrongly recorded. Pam has always had a keen interest in a/c and they have a photo of her stepping out of

freshly crashed Chinese Learjet!. Therefore if they say it is 18433707 they are likely to be right.

ii) For the first time I have noted that "XT-115" is indeed a fake - it is definitely an Li-2 and not a DC-3 as I have until today recorded it !!!! Air Britain's "South-East Asia Civil Aircraft Registers (1979) does not list any XT-115 and there is no indication that any Li-2s were ever on the XT register, which existed from 1946-49. It has the Li-2s windows and Li-2 engines.

iii) Whole a/c on wheels, similar scheme to i) above, tail # 3049. Ballantine and Tang record this as 18440204 "display at Changping Museum".

iv) Whole a/c on wheels, similar scheme to i) above, tail # 3018. Ballantine and Tang record this as 118433903 "display at Changping Museum".

v) Whole a/c on wheels again stored near C-46s, tail # 5070. Same natural metal/white scheme. Ballantine and Tang record this as 18440106 "display at Changping Museum".

vi) Whole a/c on wheels, olive green camo, tail # 8205 coded 15/CKOTA. Ballantine and Tang record this as 18439709 "display at Changping Museum".

vii) One recorded as it appears on a number of lists as 3029 - I do not appear to have a photo of this unless it is vii) below.

viii) Fuselage stored next to Tu-4 in row near 3 x C-46s. Natural metal lower fus, white upper. No marks visible except PLA air force star and bar. Presumably the a/c now recorded as 4227 in your list. Ballantine and Tang do not record this a/c.

4) In my opinion 4766 is almost certainly a modified C-47 and not an Li-2. I have just re-examined photos of both sides. It does not have the starboard passenger door at the rear which the Li-2s have. Furthermore, while it does have the extra Li-2 window on the port side (which appears slightly smaller than the definite Li-2s), the extra window is lacking on the starboard side. It has however been fitted with Li-2 engines. It was painted dark green camo "4766" with Chinese Nationalist (ie. the mob that fled to Taiwan) blue and white star markings.

5) There were 3 x Il-12s. One had a faded tail #35240 and was sparked near the tunnel entrance. This was natural metal with a white fuselage top and a neat double lightning flash/cheatline. Another whole a/c in a similar scheme was parked in the lineup near the C-46s. A third a/c with no visible tail # had a pale blue lower fuselage and fin. According to the wisdom of the day I subsequently listed these as 35140 and 35141. Ballantine and Tang concur - or perhaps they were the source of my wisdom at the time.

6) I am looking at photos of two Tu-124s which I took in 96. One was dismantled, with blue cheatline and small red line underneath - with the tail "50257" lying nearby. The other which was parked right next door to the "igloo" was whole and had a red and white airliner type scheme applied with cheap paint, which was peeling-off and had presumably been applied for a movie as Ballantine and Tang stated. This was obviously 50256 - now departed. As a matter of interest, B & T record 50255 as having been a fuselage there also in 1994/95. 50257 is of course c/n 5351809 and not as I have had it recorded until today!

7) The DC-8 and two Tu-4s were there and of course there is no doubt (?) about their ids.

8) Your listing of Il-18 "208" is interesting! When I was there there were 3 a/c as per the listing I emailed you earlier. They were all recently retired and no doubt in the proper schemes then. (ie., B-224, B-226 and B-230). 226 and 230 were in their full China United scheme with badges on the tail. 224 was in full CAAC scheme, as was the Il-62.

9) The IL-14P carried a faded 4202, but the area where the tail # was painted (on both sides of the tail) had been subjected to some considerable tampering in the past - with what looked like a very abrasive dish washing pad. 4202 was as you state not an Avia 14, however, the a/c has previously been reported as Avia 14 c/n 136913119 (which I had it recorded as - from whatever source). B & T record the a/c at Changping as 4202 with c/n 6341010 also noting that it had been Mao's a/c. Could it be that the tail # has been fudged?

10) I have the Trident 2E recorded as B-2213. I am not sure where I got this from, it was not B & T as they have it recorded as "fate unknown". Re-examining my photos, it did have a star and bar on the tail but these appear to have been only in outline and may have been applied by the Museum preparatory to painting - who knows?

11) The CV-240 is genuine - c/n 131. Del new as XT-610, N8305C (ntu), 401 (CAAC). The Viscount was also then 50258.

12) I had a good look at the Mosquito and having been familiar with Mossie carcasses lying around in the 1950s I am convinced that it is a real ex RCAF FB.26, being based on a substantial centre section, inner wing, engine nacelle assembly - ie, a lot more than some warbirds which claim to be genuine today and flying! A number of these with RAF serials in the KA range were supplied to China.

13) I suggest your "IL-2 33" is one on the six later Il-10s that I noted in various states of repair.

14) I have 4068 and 4169 as Shenyang F-2s. Similarly 63862 - my photo shows this as a single seater.

15) Nanchang A-5 10769 I recorded as "05-015". I had an A-5A as 10269 (no sign of a 10262).

16) I have the F-6s a Chengdu built not Shenyang - although Shenyang sounds more likely?

17) I have Harbin H-5 listed as nose # 54120 - you have it as 11264 c/n 54120?

happy reading

John Chapman