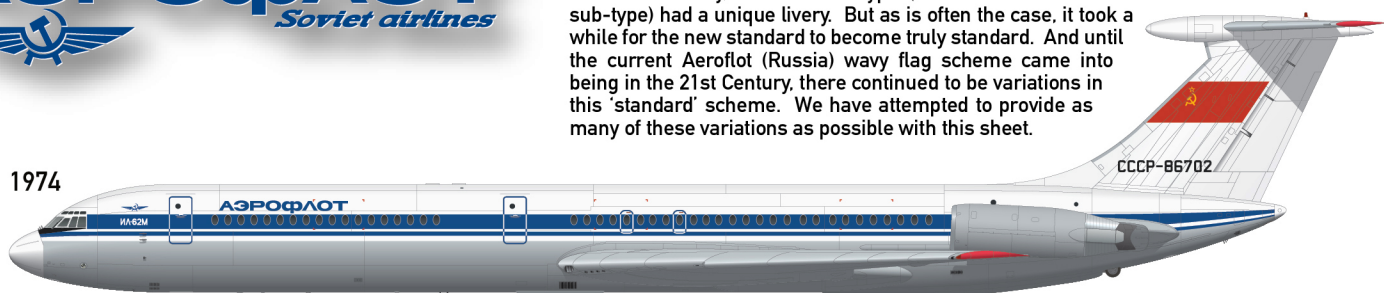


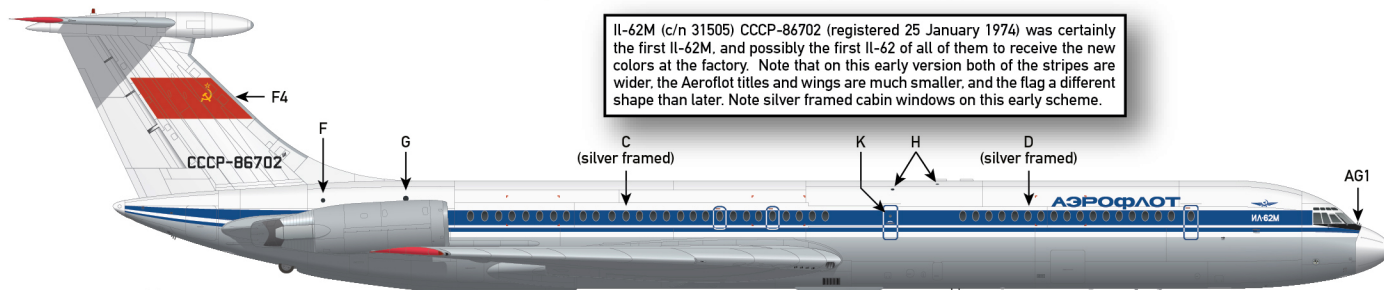


Beginning in 1973, Aeroflot standardized its livery across the entire fleet. Previously, each aircraft type (and in some cases each sub-type) had a unique livery. But as is often the case, it took a while for the new standard to become truly standard. And until the current Aeroflot (Russia) wavy flag scheme came into being in the 21st Century, there continued to be variations in this 'standard' scheme. We have attempted to provide as many of these variations as possible with this sheet.

1974



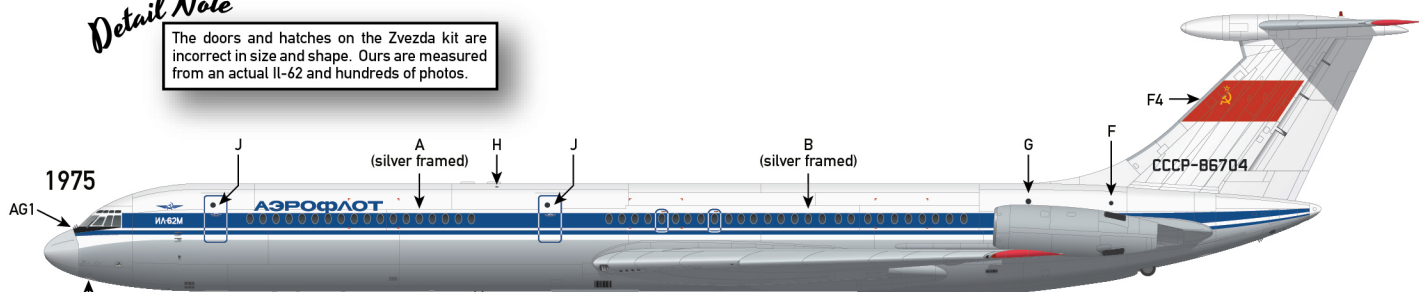
Il-62M (c/n 31505) CCCP-86702 (registered 25 January 1974) was certainly the first Il-62M, and possibly the first Il-62 of all of them to receive the new colors at the factory. Note that on this early version both of the stripes are wider, the Aeroflot titles and wings are much smaller, and the flag a different shape than later. Note silver framed cabin windows on this early scheme.



### Detail Note

The doors and hatches on the Zvezda kit are incorrect in size and shape. Ours are measured from an actual Il-62 and hundreds of photos.

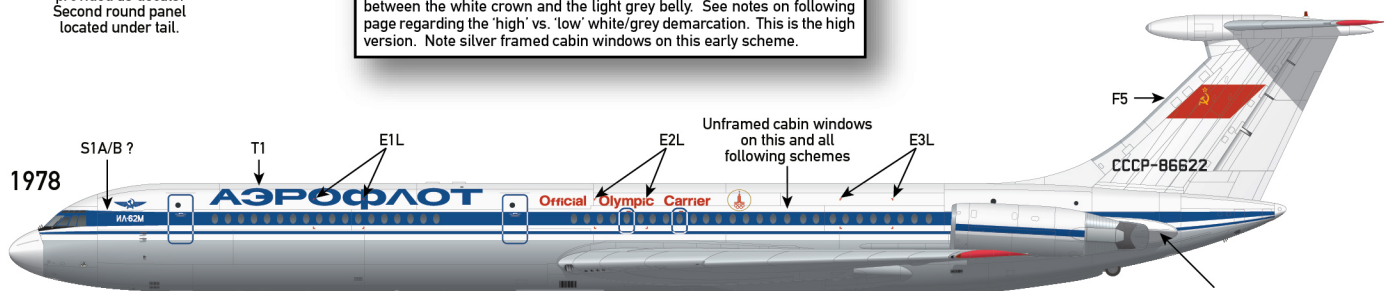
1975



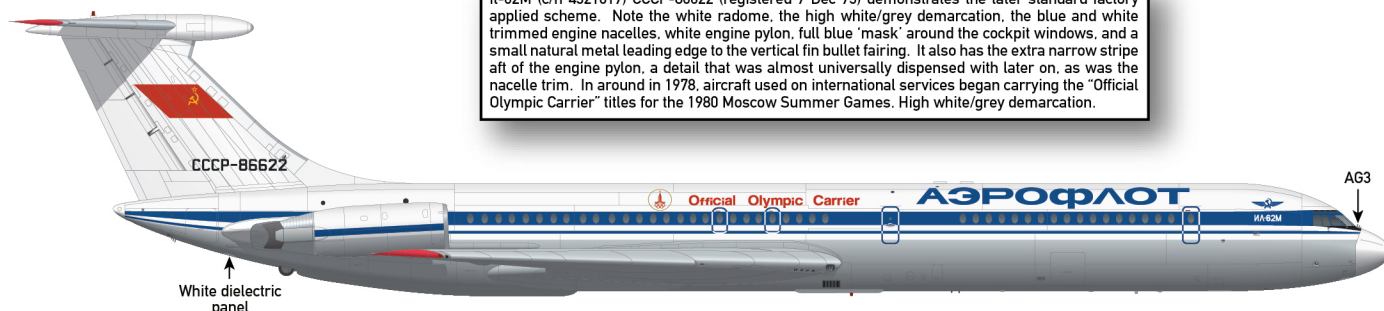
White dielectric panels provided as decals. Second round panel located under tail.

Il-62 (c/n 41603) CCCP-86704 was an NK-8 powered airplane, and also one of the first to receive the new colors. Note the unusual curved demarcation between the white crown and the light grey belly. See notes on following page regarding the 'high' vs. 'low' white/grey demarcation. This is the high version. Note silver framed cabin windows on this early scheme.

1978



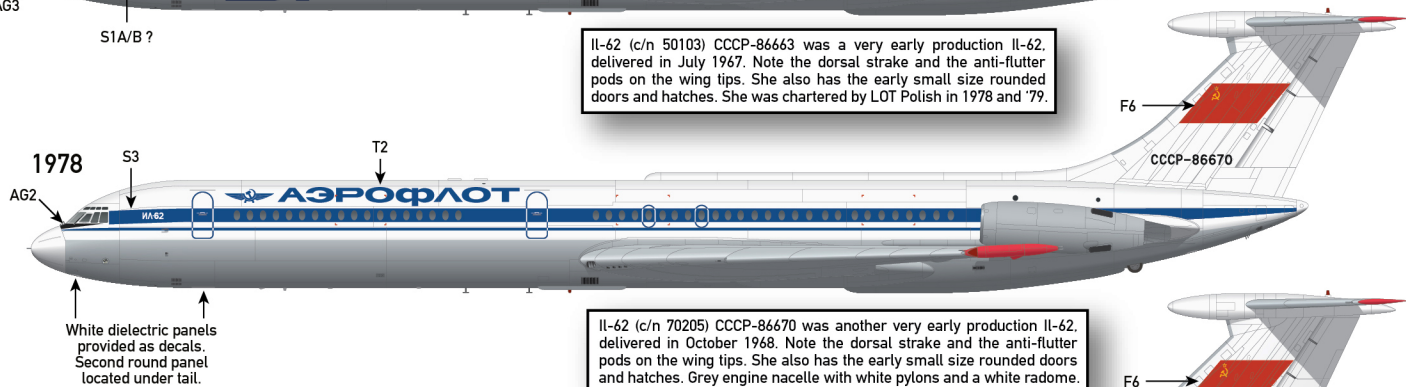
Il-62M (c/n 4521617) CCCP-86622 (registered 7 Dec 75) demonstrates the later standard factory applied scheme. Note the white radome, the high white/grey demarcation, the blue and white trimmed engine nacelles, white engine pylon, full blue 'mask' around the cockpit windows, and a small natural metal leading edge to the vertical fin bullet fairing. It also has the extra narrow stripe aft of the engine pylon, a detail that was almost universally dispensed with later on, as was the nacelle trim. In around in 1978, aircraft used on international services began carrying the "Official Olympic Carrier" titles for the 1980 Moscow Summer Games. High white/grey demarcation.



\* We have seen many color callouts for the exact shade of gray used on Il-62s, none of which agree with one another. We believe it is similar to, but perhaps a bit darker than BAC 707 Gray/FS 16515. We do not agree with references that state "gull grey" as that is generally too brown and does not match what we see in photos. The real color appears different in different lighting conditions, so the choice is up to you.



Il-62 (c/n 50103) CCCP-86663 was a very early production Il-62, delivered in July 1967. Note the dorsal strake and the anti-flutter pods on the wing tips. She also has the early small size rounded doors and hatches. She was chartered by LOT Polish in 1978 and '79.

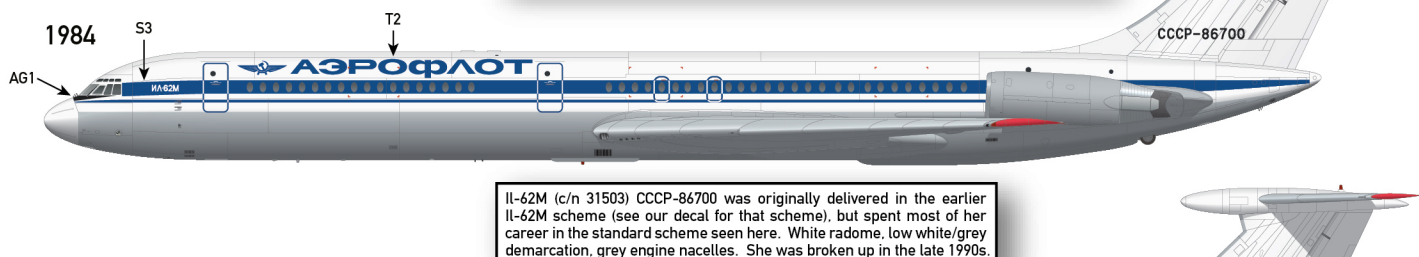


White dielectric panels provided as decals. Second round panel located under tail.

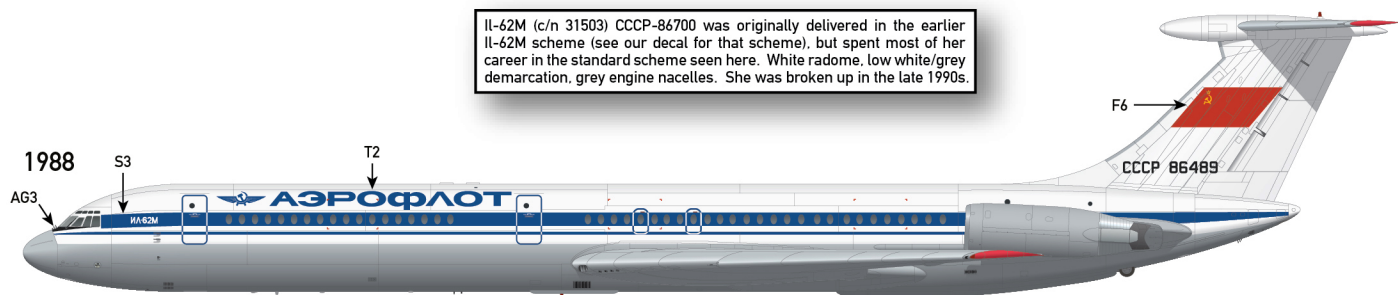
Il-62 (c/n 70205) CCCP-86670 was another very early production Il-62, delivered in October 1968. Note the dorsal strake and the anti-flutter pods on the wing tips. She also has the early small size rounded doors and hatches. Grey engine nacelle with white pylons and a white radome.



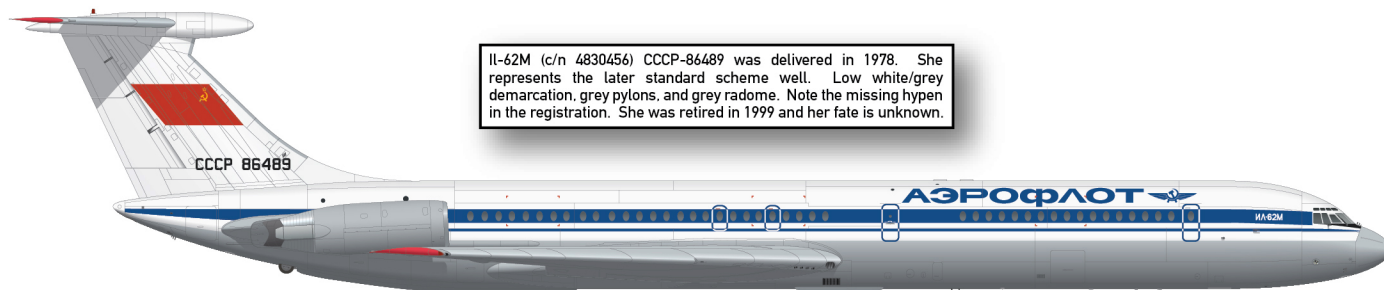
Il-62 (c/n 00703) CCCP-86649 was originally a Soviet government VIP 'salon' Il-62 (NK-8), delivered in July 1970. But by 1979 she was wearing this interesting scheme, for which we have found no explanation. "Dalnyvostochniy" means "far eastern", which we can only assume means her assignment. Standard scheme with a low white/grey demarcation.



Il-62M (c/n 31503) CCCP-86700 was originally delivered in the earlier Il-62M scheme (see our decal for that scheme), but spent most of her career in the standard scheme seen here. White radome, low white/grey demarcation, grey engine nacelles. She was broken up in the late 1990s.



Il-62M (c/n 4830456) CCCP-86489 was delivered in 1978. She represents the later standard scheme well. Low white/grey demarcation, grey pylons, and grey radome. Note the missing hyphen in the registration. She was retired in 1999 and her fate is unknown.



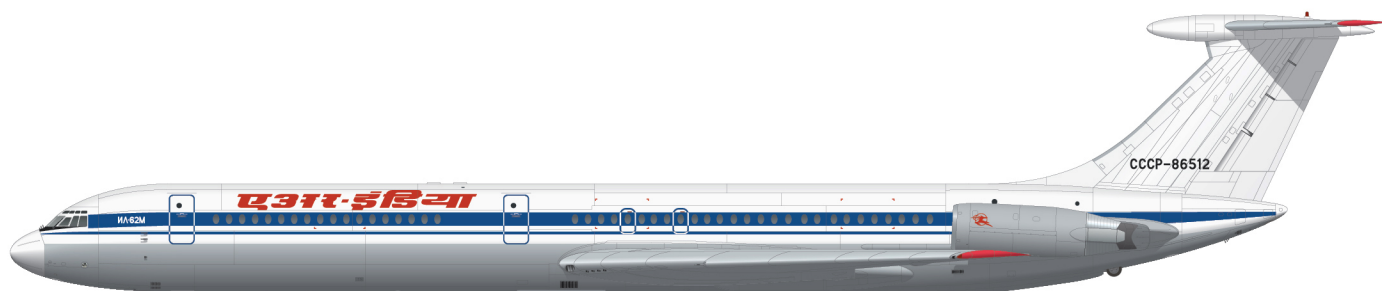
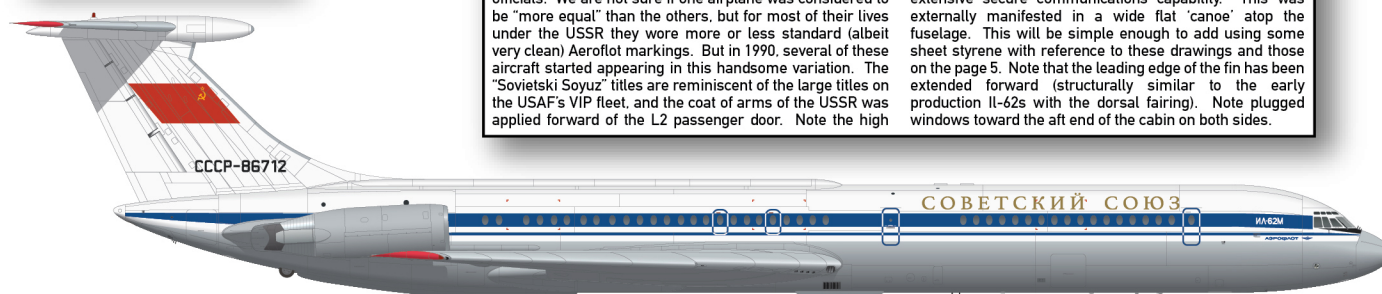




Il-62M 'salon' CCCP-86712 (c/n 4648339), registered December 1987.

The Soviet Union never had a direct equivalent to "Air Force One". There was a fleet of specially modified Il-62/-62M 'salons' dedicated to the transportation of high government officials. We are not sure if one airplane was considered to be "more equal" than the others, but for most of their lives under the USSR they wore more or less standard (albeit very clean) Aeroflot markings. But in 1990, several of these aircraft started appearing in this handsome variation. The "Sovietski Soyuz" titles are reminiscent of the large titles on the USAF's VIP fleet, and the coat of arms of the USSR was applied forward of the L2 passenger door. Note the high

white/grey color demarcation, and the small Aeroflot titles and winged hammer & sickle logo at the nose. In keeping with their VIP transport duties, the Il-62M 'salon' had extensive secure communications capability. This was externally manifested in a wide flat 'canoe' atop the fuselage. This will be simple enough to add using some sheet styrene with reference to these drawings and those on the page 5. Note that the leading edge of the fin has been extended forward (structurally similar to the early production Il-62s with the dorsal fairing). Note plugged windows toward the aft end of the cabin on both sides.



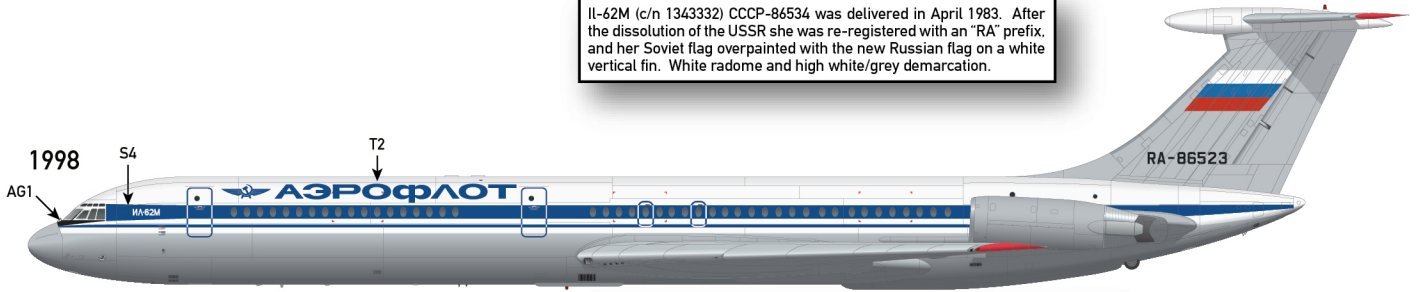
Aeroflot's CCCP-86512 (c/n 3037314), registered 30 Aug 80, spent the period from January 1988 to May 1991 on wet lease to Air India. As far as we know she never received full Air India colors (wouldn't that have been something!), but she did wear large titles and small logos on the engine nacelles as shown here. Like so many of her sisters, she was eventually broken up in 1997.



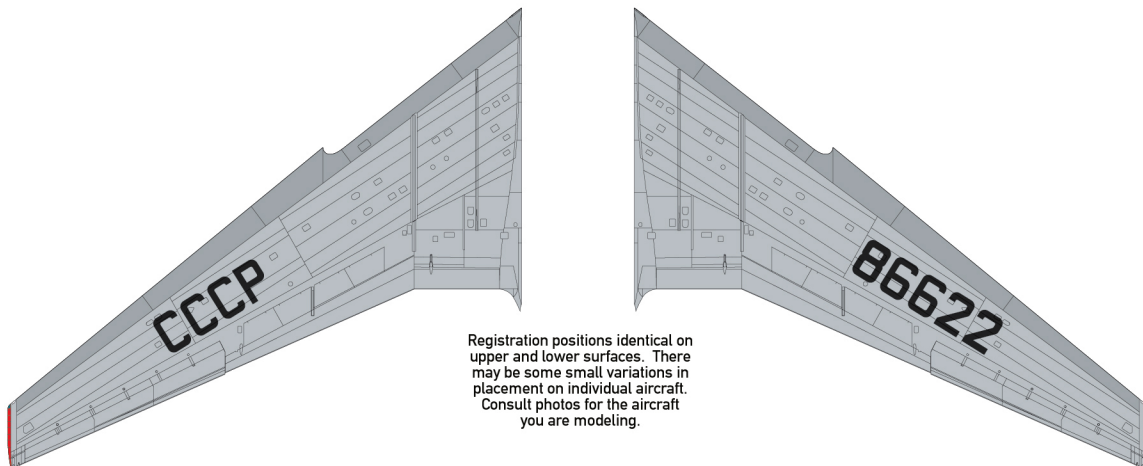
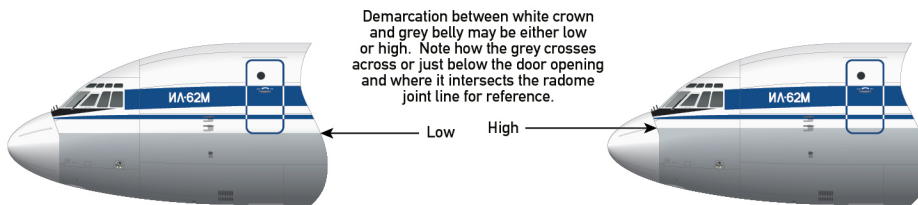
After the fall of East Germany and the subsequent liquidation of its state owned airline Interflug, Interflug's large Il-62M fleet scattered to the winds. This one, formerly DDR-SEU, went to Aeroflot, repainted (at least for a time) in this scheme. It looks for all the world like an Aeroflot Polar Aviation scheme, but it's simply a minimum change to the Interflug scheme. You can combine the titles, registrations, and flag with the basic Interflug markings from our Interflug Il-62 sheet, or paint the stripes yourself. Regardless, it will certainly be eye-catching! She passed through the hands of Uzbekistan Airways, Georgia Airlines, and Air Zena before ending her days in 2005 with Interavia.



IL-62M (c/n 1343332) СССР-86534 was delivered in April 1983. After the dissolution of the USSR she was re-registered with an "RA" prefix, and her Soviet flag overpainted with the new Russian flag on a white vertical fin. White radome and high white/grey demarcation.

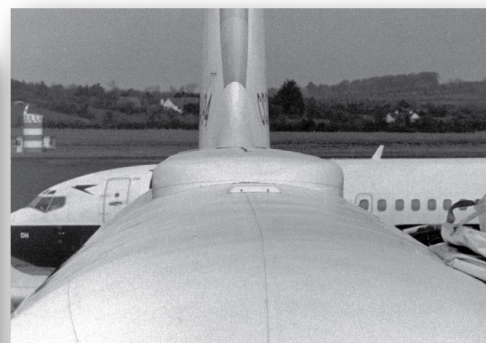
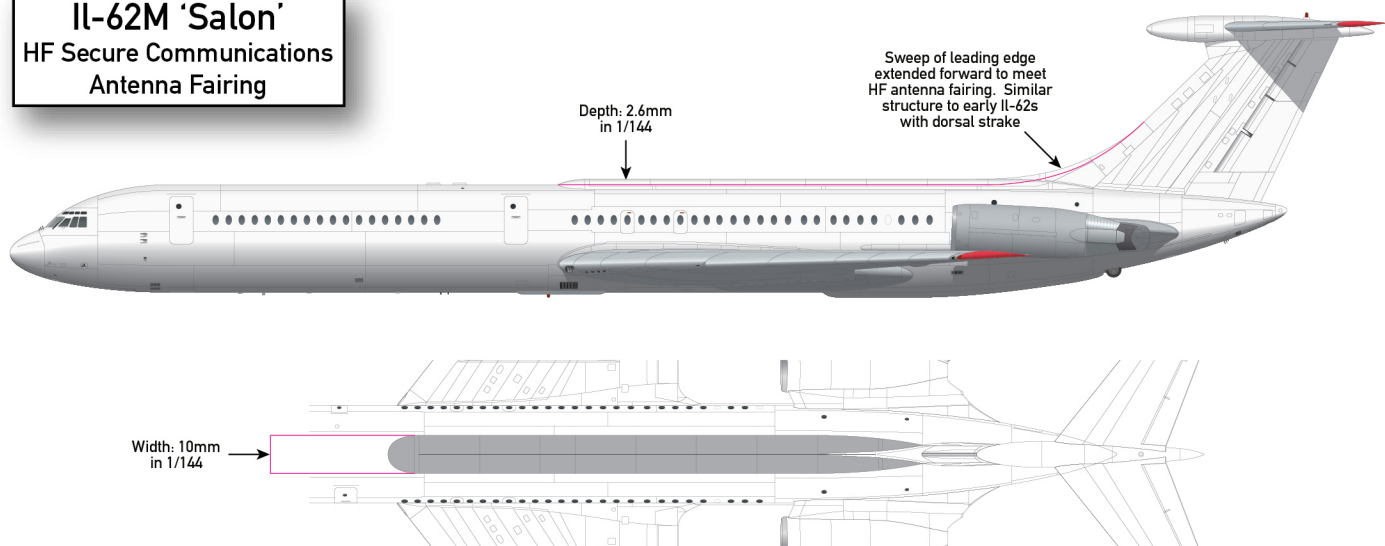


IL-62M (c/n 2241647) RA-86523 was delivered in 1982, and carried on with the "new" Aeroflot, this time with a grey painted vertical fin and Russian flag. She has a grey radome and a high white/grey demarcation. She was last noted active in 2001, and was undoubtedly broken up shortly thereafter.



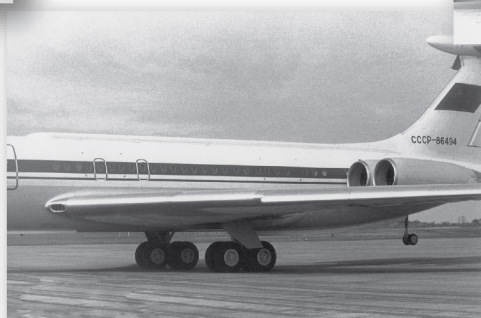
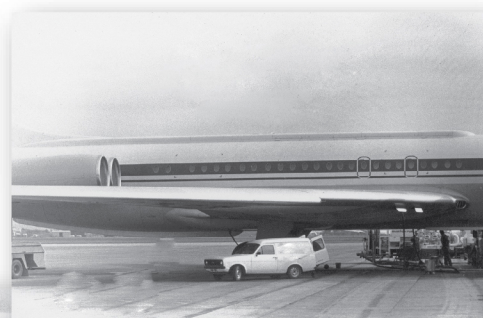


**Il-62M 'Salon'**  
HF Secure Communications  
Antenna Fairing



Various angles showing details of the HF secure communications antenna 'canoe' fitted to the Il-62 and Il-62M 'Salon' VIP aircraft. Note the subtle curve of the upper surface in the head-on shot at right, and the details of the centerline hinge and the various panel lines on the fairing.

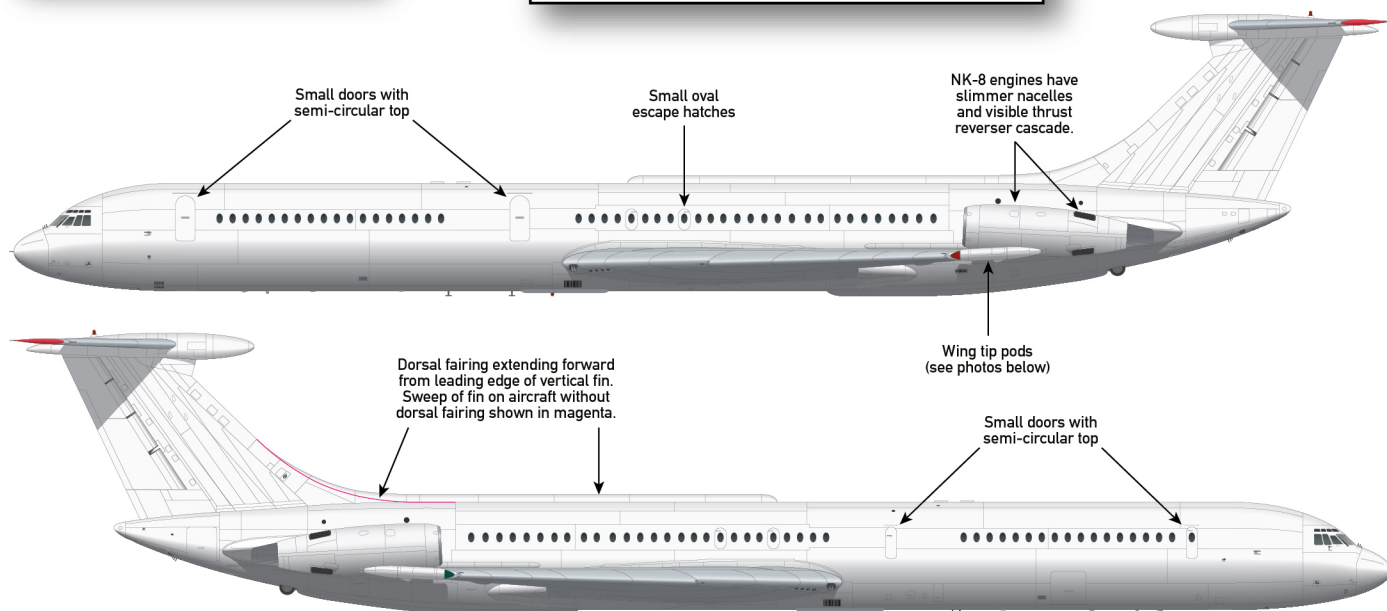
Photos: DoD



## Il-62 Early Production Doors & Dorsal Fairing

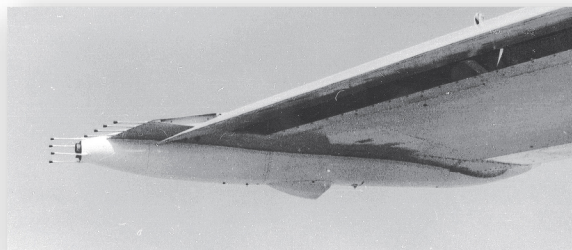
Small Stuff Models is working (as of late 2014) on a detail set for the Zvezda 1/144 Il-62M. They have also expressed interest in producing an Il-62 NK-8 conversion set. We highly recommend Small Stuff's products, and we urge you to contact them if you would like to see the NK-8 conversion!

<http://www.smallstuffmodels.com>



Three photos showing the much smaller doors and hatches on the very early production Il-62. These did not meet ICAO standards, and were re-designed and made larger after production had commenced.

Photos: DoD



Two photos showing the pods fitted to the wing tips of the very early production Il-62s. The pod contained the navigation light, fuel tank vent intake, and the fuel dump pipe.

Photos: DoD