Yermolayev Yer-2

The Yer-2 (initially designated DB-240 for 'long-range bomber of OKB-240') was a medium bomber the design of which was based on the Bartini Stal-7 prototype airliner first flown in 1937. Preliminary design of the DB-240 was completed by the beginning of 1939, and the construction of two prototypes began the following July. The bomber retained little apart from the general layout of the Stal-7 as the structure was almost completely redesigned. The pilot's cockpit was offset to the left to improve his downward view and the navigator/bomb aimer sat in the extensively glazed nose, the radio operator sat below and to the right of the pilot and the dorsal gunner in a partially retractable turret. Up to 2,000 kg of bombs could be carried in the bomb bay and two 500 kg bombs externally. The DB-240 had been designed to use the experimental Klimov M-106 engine, but the less-powerful Klimov M-105 engine had to be used instead because the M-106 was not available.

The prototype flew for the first time on 14 May 1940 and began its state acceptance trials on 27 September that year. The weaker engines prevented the aircraft from reaching its designed performance - it could only attain 445 km/h at 4,250 metres instead of the expected 500 km/h at 6,000 meters. However, this did not offset its virtues of a heavy bomb load and long range (4,100 km carrying 1,000 kg of bombs). The type was ordered into production at Factory No. 18 at Voronezh, but on 5 December 1940 the Soviet government decided that output of the initial version with M-105 engines shall be halted due to the poor results shown during the state trials. It was planned to continue with building a modified version with Mikulin AM-37 engines, but nothing came of this. By the time of the production stop, the factory had produced assemblies for 71 aircraft (these were completed until the summer of 1941) plus some assemblies for 269 more aircraft which had to be scrapped then. The designation of the type was changed from DB-240 to Yer-2 by a decree of the NKAP issued on 9 December 1940. By 16 May 1941, only 11 of the 71 aircraft built had been test-flown, 10 more were on the airfield of the factory and 50 were still in the stage of final assembly. The last three aircraft were handed over by the factory to the Soviet Air Force as late as September 1941. Production of a version with Charomski M-40F diesel engines started at Voronezh on 5 June 1941, but was stopped after the German invasion later that month.

The Charomski M-30B (later ACh-30B) diesel engine seemed to offer more potential than the M-105, so the Yer-2 was evaluated with this engine. The cockpit was modified to accommodate two pilots side-by-side, and the wing and tailplane areas were increased. On 21 September 1943, the State Defence Committee decided to place the Yer-2 2ACh-30B into production with Factory No. 39 at Irkutsk. The first such Yer-2 was submitted to its state trials in February 1944, and the first ten aircraft were handed over to front-line units in late August. 104 of the bombers were ferried from Irkutsk to Moscow between February and April 1945, and the factory had 57 fuselages, 78 wings and 70 empennages on stock as of 10 May 1945, while some 15 assembled aircraft were stored at the factory airfield as no ACh-30B engines were available for them. Another 80 aircraft were ferried from Irkutsk to Moscow between May and September, but on 24 August 1945 the State Defence Committee decided to stop accepting Yer-2s as the aircraft performed poorly during the military trials with 18 bad (bombardment division). An improved version under the designation Yer-2MM (for 'malaya modernizatsiya' - small modernisation) was produced in late 1945, but never entered state trials. Three aircraft were modified with a 10-seat VIP cabin and long-range fuel tanks in the bomb-bay while the military equipment was removed. These machines were designated Yer-2ON (for 'osobogo naznachyeniya' - special purpose) and were used for shuttle flights between Irkutsk and Moscow. Production of the Yer-2 was finally stopped on the basis of a government decree dated 26 February 1946. At that time 94 aircraft were waiting for delivery on the airfield of Factory No. 39, and another 49 were under final assembly, while assemblies for many more aircraft had to be scrapped. Total production of the Yer-2 was 462 aircraft.

The operational history of the Yer-2 was rather limited. Not a single aircraft of the type was on charge of a front-line unit when Germany invaded the Soviet Union on 22 June 1941. For raids into the German hinterland, four 'special purpose' long-range bombardment regiments were formed during the summer of 1941, with two of them (420 dbap and 421 dbap) receiving the Yer-2. As of 4 August, 420 dbap had 32 Yer-2s on charge and 421 dbap 28 aircraft. Unfortunately, the type tended to catch fire in-flight due to leaking fuel pipes, leading to the loss of three Yer-2s of 420 dbap alone until 1 September. 420 dbap flew a bombing raid from Pushkin against Berlin during the night 10/11 August 1941, but only one of the three Yer-2s which took part in the raid managed to return. Two raids were flown against Königsberg in late August and early September, but for the rest of 1941 the long-range bombers flew mainly tactical ground-attack missions (day and night), resulting in heavy losses. 63 Yer-2s were in service on 1 October 1941, but only 34 of them were operational. As 420 dbap had lost 30 of its 40 aircraft by late October it was disbanded, and its remaining aircraft were passed on to 421 dbap in November. That unit was then redesignated 747 ap dd (long-range aviation regiment) and had some 13-15 servicable Yer-2s by the end of 1941. Twelve remained on strength by 18 March 1942, eight by the end of 1942 and six by early April 1943. The last combat mission was flown by three Yer-2s on 8 April 1943. During the same month, the surviving aircraft were transferred to the navigators' school at Chelyabinsk while 747 ap dd received Il-4s and B-25s instead.

The Yer-2 was placed back into production at the end of 1943, and seven long-range aviation regiments (326, 327, 328, 329, 330, 332 and 333 ap dd) were formed in order to absorb the new aircraft. Each regiment was to operate 32 bombers, but none of them ever reached full strength. The first Yer-2s with ACh-30B engines were taken on charge in August 1944, with 34 aircraft of the type being in service on 30 December and 116 on 9 May 1945. The first combat mission undertaken by Yer-2s after they returned to production was the massive Soviet air raid on Königsberg on 7 April 1945 in which 19 aircraft of 327 and 329 bap (all long-range aviation regiments had been redesignated bombardment regiments in December 1944) took part. Apart from a second raid against Königsberg the next day, only a few missions against the Seelow Heights and Berlin were flown before the war ended. The type remained in service with long-range aviation until spring 1946 when the aircraft were withdrawn from use following a respective decree of the Council of Ministers dated 22 March 1946. At that time 233 Yer-2s were on charge (dozens of the aircraft built never entered service). Many Yer-2s were ferried from Irkutsk to Byelaya Tserkov, just to be destroyed there on arrival (they were smashed by tanks and tractors). Some of the regiments which had flown the Yer-2 were disbanded, while some others were temporarily re-equipped with the Ilyushin Il-4, an older and less capable aircraft. The real successor of the Yer-2 was the Tupolev Tu-4. All remaining Yer-2s were scrapped in the late 1940s, not a single one survived to this day, unfortunately.

2 DB-240 prototypes built by Factory No. 240 at Moscow-Khodynka in 1940 (evacuated to Kazan oct41 and became Factory No. 134 12jul42)

 --- no code DB-240 OKB-240 f/f 14may40 the first prototype; with M-105 engines; in natural metal c/s without any markings whatsoever; factory trials completed 01jul40 (some 30 flights); presented to the public at Tushino 16aug40; carried a load of 1,000 kg of bombs over 4,111 km 24aug40; ferried to the NII VVS 27sep40 and underwent state trials 01/17oct40; re-engined with AM-35A engines on the basis of a decree issued 14nov40; damaged in late jan41 on take-off from Moscow-Khodynka when the left engine failed during the take-off run and the aircraft ground-looped, damaging the landing gear strut; f/f 01mar41; ferried to the LII NKAP at Ramenskoye may41; trials aborted jun41; subsequently re-engined with AM-37 engines (as the 2nd of the type with these engines); ferried to Kazan in autumn 1941; possibly it was this aircraft which was w/o on landing at Kazan when it collided with a dormitory at the perimeter of the airfield (the crew of A.N. Grinchik escaped unhurt, but some inhabitants of the dormitory suffered)

 --- not known DB-240 OKB-240 the second prototype; initially with M-105 engines; re-engined with AM-37 engines (also designated Yer-4 in the version with these engines); f/f as such 25oct40; reflown only 14may41; returned by the LII NKAP to Factory No. 240 for modifications 15jun41; damaged during a German bombing raid on Moscow 22jul41, but repaired; underwent state trials with the NII VVS 20sep41/jan42 (initially at Chkalovskaya and later at Sverdlovsk-Koltsovo)

 --- not known Yer-2 OKB-240 'No. 3'; static test airframe

 --- -- Yer-2 OKB-240 the fourth prototype; destroyed before completion during a German bombing raid on Moscow during the night 22/23jul41

 --- not known Yer-2 OKB-240 f/f may41 with M-40F engines; started ground trials apr41; ferried to Ramenskoye 15may41 and made 15 test flights with the LII NKAP before 22jun41

 --- not known Yer-2 OKB-240 mfd oct41 the 'dublyor' with with M-40F engines; did not undergo flight tests; re-engined with M-30 engines

 --- no code Yer-2 OKB-134 mfd sep42 'No. 4'; with M-30B engines; in dark green c/s with light blue underside; started trials with the NII VVS feb43

71 Yer-2 built by Factory No. 18 at Voronezh in 1940/41

The c/n for the Yer-2 with M-105 engines started with the factory number 18, followed by a 5 (standing for the 5th type of aircraft built by the factory), the number in the batch (two digits) and the batch number (also two digits). The c/n for the Yer-2 with M-40F engines was to be the same, with the type number changed to 7. The first two batches of the Yer-2 with M-40F engines were to contain 10 aircraft each and all following batches 20 aircraft each.

 18 5 01 01 not known Yer-2 Soviet Air Force mfd 1940 line # 01-01; suffered from leaking fuel pipes

 18 5 02 01 not known Yer-2 Soviet Air Force mfd 1940 line # 01-02; suffered from leaking fuel pipes

 18 5 03 01 not known Yer-2 Soviet Air Force mfd 1940 line # 01-03; on charge of 3 ae 421 bap 16oct41; later opb 747 ap dd; lost 30jan43

 18 5 04 01 not known Yer-2 Soviet Air Force mfd 1940 line # 01-04

 18 5 05 01 not known Yer-2 Soviet Air Force mfd 1940 line # 01-05

 18 5 06 01 not known Yer-2 Soviet Air Force mfd 1940 line # 01-06

 18 5 07 01 not known Yer-2 Soviet Air Force mfd 1940 line # 01-07

 18 5 08 01 not known Yer-2 Soviet Air Force mfd 1940 line # 01-08

 18 5 09 01 not known Yer-2 Soviet Air Force mfd 1940 line # 01-09

 18 5 10 01 not known Yer-2 Soviet Air Force mfd 1940 line # 01-10

 18 5 01 02 not known Yer-2 Soviet Air Force mfd 1940 line # 02-01

 18 5 02 02 not known Yer-2 Soviet Air Force mfd 1940 line # 02-02

 18 5 03 02 not known Yer-2 Soviet Air Force mfd 1940 line # 02-03

 18 5 04 02 not known Yer-2 Soviet Air Force mfd dec40 line # 02-04; slightly damaged 31dec40 on a test flight flight from Voronezh when encountered poor weather and made a forced landing near Dobrinka railway station (120 km from the factory airfield), the damaged landing gear was repaired on-site

 18 5 05 02 not known Yer-2 Soviet Air Force mfd 1941 line # 02-05; tested with the AK-1 auto-pilot

 18 5 01 03 not known Yer-2 Soviet Air Force mfd 1941 line # 03-01

 18 5 02 03 not known Yer-2 Soviet Air Force mfd 1941 line # 03-02

 18 5 03 03 not known Yer-2 Soviet Air Force mfd 1941 line # 03-03; on charge of 1 ae 421 bap 16oct41

 18 5 04 03 not known Yer-2 Soviet Air Force mfd 1941 line # 03-04

 18 5 05 03 not known Yer-2 Soviet Air Force mfd 1941 line # 03-05

 18 5 06 03 not known Yer-2 Soviet Air Force mfd 1941 line # 03-06; on charge of 3 ae 421 bap 16oct41

 18 5 20 03 not known Yer-2 Soviet Air Force mfd aug41 line # 03-20

 18 5 01 04 not known Yer-2 Soviet Air Force mfd 1941 line # 04-01

 18 5 02 04 not known Yer-2 Soviet Air Force mfd 1941 line # 04-02; on charge of 3 ae 421 bap 16oct41

 18 5 03 04 not known Yer-2 Soviet Air Force mfd 1941 line # 04-03

 18 5 04 04 not known Yer-2 Soviet Air Force mfd 1941 line # 04-04

 18 5 05 04 not known Yer-2 Soviet Air Force mfd 1941 line # 04-05; on charge of 3 ae 421 bap 16oct41

 18 5 06 04 not known Yer-2 Soviet Air Force mfd 1941 line # 04-06

 CCCP-I638 Yer-2 NKAP zavod # 45 rgd 15mar44

 18 5 07 04 not known Yer-2 Soviet Air Force mfd 1941 line # 04-07; opb 420 bap; w/o 07oct41 when was shot down

 18 5 08 04 not known Yer-2 Soviet Air Force mfd 1941 line # 04-08

 18 5 09 04 not known Yer-2 Soviet Air Force mfd 1941 line # 04-09; opb 421 bap; h/o 05aug41; w/o 07aug41 on a test flight from Rostov-na-Donu at night when lost height and dived into the ground, all 4 crew (pilot: 1st Lieutenant N.I. Martynov) killed, the cause of the crash could not be established (possibly the pilot had lost spatial orientation)

 18 5 10 04 not known Yer-2 Soviet Air Force mfd 1941 line # 04-10

 18 5 01 05 not known Yer-2 Soviet Air Force mfd 1941 line # 05-01; on charge of 3 ae 421 bap 16oct41

 18 5 02 05 not known Yer-2 Soviet Air Force mfd 1941 line # 05-02; on charge of 421 bap 16oct41

 18 5 03 05 not known Yer-2 Soviet Air Force mfd 1941 line # 05-03; on charge of 2 ae 421 bap 16oct41, under repair

 18 5 04 05 not known Yer-2 Soviet Air Force mfd jun41 line # 05-04; on charge of 3 ae 421 bap 16oct41

 CCCP-I586 Yer-2 NKAP zavod # 26 rgd 29sep43 re-engined with VK-105PF-2 engines in spring 1945; w/o 29apr45 during its 7th test flight with the new engines when the left engine caught fire at a height of some 60-80 metres shortly after take-off and the aircraft lost height, crashed and burnt out, all crew (pilot: P.K. Maslyukov) killed

 18 5 05 05 not known Yer-2 Soviet Air Force mfd 1941 line # 05-05; on charge of 2 ae 421 bap 16oct41

 18 5 06 05 not known Yer-2 Soviet Air Force mfd 1941 line # 05-06; on charge of 2 ae 421 bap 16oct41, being under repair

 18 5 07 05 not known Yer-2 Soviet Air Force mfd 1941 line # 05-07; w/o 24jul41 on its acceptance flight from the airfield of the factory when was twice attacked by an I-16 fighter of the Soviet Air Force near Rossosh airfield and caught fire, 2 of the 4 crew (among them the pilot, Major K.K. Rykov) managed to bail out while the other 2 were killed

 18 5 08 05 not known Yer-2 Soviet Air Force mfd 1941 line # 05-08; on charge of 2 ae 421 bap 16oct41

 18 5 09 05 not known Yer-2 Soviet Air Force mfd 1941 line # 05-09

 18 5 10 05 not known Yer-2 Soviet Air Force mfd 1941 line # 05-10; opb 2 ae 421 bap; damaged 05aug41 when a pipe of the hydraulics system burst and the reserve system failed as well so that landing gear could not be lowered and the aircraft made a belly-landing (pilot: 1st Lieutenant Kondratyev); on charge of 2 ae 421 bap 16oct41

 18 5 01 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-01; on charge of 1 ae 421 bap 16oct41

 18 5 02 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-02

 18 5 03 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-03; opb 420 bap; w/o 19sep41 when was shot down

 18 5 04 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-04

 18 5 05 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-05

 18 5 06 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-06

 18 5 07 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-07

 18 5 08 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-08; on charge of 3 ae 421 bap 16oct41

 18 5 09 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-09

 18 5 10 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-10

 18 5 11 06 not known Yer-2 Soviet Air Force mfd jul41 line # 06-11

 CCCP-I541 Yer-2 NKAP zavod # 16 rgd 10aug43 damaged 14aug43 on landing at Kuibyshev when landed long and the right main gear strut broke during the emergency breaking (pilot: M.K. Baikalov)

 18 5 12 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-12; on charge of 1 ae 421 bap 16oct41

 18 5 13 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-13

 18 5 14 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-14

 18 5 15 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-15

 18 5 16 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-16; on charge of 2 ae 421 bap 16oct41, under repair; later opb 747 ap dd

 18 5 17 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-17

 18 5 18 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-18

 18 5 19 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-19; declared to be the benchmark aircraft mar41

 18 5 20 06 not known Yer-2 Soviet Air Force mfd 1941 line # 06-20

 18 5 01 07 not known Yer-2 Soviet Air Force mfd 1941 line # 07-01

 18 5 02 07 not known Yer-2 Soviet Air Force mfd 1941 line # 07-02

 18 5 03 07 not known Yer-2 Soviet Air Force mfd 1941 line # 07-03

 18 5 04 07 not known Yer-2 Soviet Air Force mfd 1941 line # 07-04

 18 5 05 07 not known Yer-2 Soviet Air Force mfd 1941 line # 07-05

 18 5 06 07 not known Yer-2 Soviet Air Force mfd 1941 line # 07-06

 18 5 07 07 not known Yer-2 Soviet Air Force mfd 1941 line # 07-07; damaged 06may41 when suffered engine problems and made a forced landing

 18 5 08 07 not known Yer-2 Soviet Air Force mfd 1941 line # 07-08

 18 5 09 07 not known Yer-2 Soviet Air Force mfd 1941 line # 07-09

 18 5 10 07 not known Yer-2 Soviet Air Force mfd jun41 line # 07-10; slightly damaged 15jun41 on landing at the factory airfield when overran the runway due to pilot error and collided with a fence

391 Yer-2 built by Factory No. 39 at Irkutsk from 1943 to 1945 (1943: 2, 1944: 148, 1945: 241)

The c/n system started with 7 (probably the izdeliye number), followed by the batch number (two digits), the factory number 39 and the number in the batch (two digits).

 7 01 39 01 "1" Yer-2 Soviet Air Force mfd dec43 line # 01-01; benchmark aircraft with M-30B engines; underwent state trials with the NII VVS feb44/oct44, which it did not pass (the trials were initially conducted at Irkutsk before the aircraft was ferried to Chkalovskaya 02/05apr44); armament modified by Factory No. 134 at Moscow-Khodynka in late 1944

 7 01 39 02 not known Yer-2 Soviet Air Force mfd dec43 line # 01-02; underwent trials in 1944

 7 01 39 03 no code Yer-2 Soviet Air Force mfd 1944 line # 01-03; with ACh-30B engines; in green/brown camo c/s with light blue undersides; underwent trials with modified engines and experimental propellers developed by TsAGI

 7 01 39 04 not known Yer-2 Soviet Air Force mfd 1944 line # 01-04

 7 01 39 05 not known Yer-2 Soviet Air Force mfd 1944 line # 01-05

 7 01 39 06 not known Yer-2 Soviet Air Force mfd 1944 line # 01-06

 7 01 39 07 not known Yer-2 Soviet Air Force mfd 1944 line # 01-07; w/o 10aug45 when crashed near Poltava

 7 01 39 08 not known Yer-2 Soviet Air Force mfd 1944 line # 01-08

 7 01 39 09 not known Yer-2 Soviet Air Force mfd 1944 line # 01-09

 7 01 39 10 not known Yer-2 Soviet Air Force mfd 1944 line # 01-10; damaged 02jun44

 7 02 39 01 "11" white Yer-2MM Soviet Air Force mfd 1944 line # 02-01; with ACh-30BF engines; nose, cockpit and fins modified by Factory No. 134 at Moscow-Khodynka in late 1944; in all-black c/s; underwent check trials with the NII VVS in summer/autumn 1945 (completed 13oct45)

 7 02 39 02 not known Yer-2 Soviet Air Force mfd 1944 line # 02-02; underwent trials in 1945

 7 02 39 03 not known Yer-2 Soviet Air Force mfd mar44 line # 02-03

 7 02 39 04 not known Yer-2 Soviet Air Force mfd 1944 line # 02-04

 7 02 39 05 not known Yer-2 Soviet Air Force mfd mar44 line # 02-05

 7 02 39 06 not known Yer-2 Soviet Air Force mfd 1944 line # 02-06; opb 332 ap dd; damaged 19oct44 when one of the engines failed and the aircraft made an emergency landing on the belly (pilot: Captain V.I. Alin)

 7 02 39 07 not known Yer-2 Soviet Air Force mfd 1944 line # 02-07

 7 02 39 08 not known Yer-2 Soviet Air Force mfd 1944 line # 02-08

 7 02 39 09 not known Yer-2 Soviet Air Force mfd 1944 line # 02-09

 7 02 39 10 not known Yer-2 Soviet Air Force mfd 1944 line # 02-10

 7 02 39 16 not known Yer-2 Soviet Air Force mfd mar44 line # 02-16

 7 02 39 17 not known Yer-2 Soviet Air Force mfd mar44 line # 02-17

 7 02 39 18 not known Yer-2 Soviet Air Force mfd 1944 line # 02-18

 7 02 39 19 not known Yer-2 Soviet Air Force mfd 1944 line # 02-19

 7 02 39 20 not known Yer-2 Soviet Air Force mfd 1944 line # 02-20

 7 03 39 01 not known Yer-2 Soviet Air Force mfd 1944 line # 03-01

 7 03 39 02 not known Yer-2 Soviet Air Force mfd 1944 line # 03-02

 7 03 39 03 not known Yer-2 Soviet Air Force mfd jun44 line # 03-03; opb 104 bap; lost 26jul44

 7 03 39 04 not known Yer-2 Soviet Air Force mfd jun44 line # 03-04; with ACh-30B engines

 7 03 39 05 not known Yer-2 Soviet Air Force mfd 1944 line # 03-05

 7 03 39 06 not known Yer-2 Soviet Air Force mfd 1944 line # 03-06

 7 03 39 07 not known Yer-2 Soviet Air Force mfd jun44 line # 03-07; with ACh-30B engines

 7 03 39 08 not known Yer-2 Soviet Air Force mfd 1944 line # 03-08

 7 03 39 09 not known Yer-2 Soviet Air Force mfd 1944 line # 03-09

 7 03 39 10 not known Yer-2 Soviet Air Force mfd 1944 line # 03-10

 7 03 39 11 not known Yer-2 Soviet Air Force mfd 1944 line # 03-11

 7 03 39 12 not known Yer-2 Soviet Air Force mfd 1944 line # 03-12

 7 03 39 13 not known Yer-2 Soviet Air Force mfd 1944 line # 03-13

 7 03 39 14 not known Yer-2 Soviet Air Force mfd 1944 line # 03-14

 7 03 39 15 not known Yer-2 Soviet Air Force mfd 1944 line # 03-15

 7 03 39 16 not known Yer-2 Soviet Air Force mfd jun44 line # 03-16; with ACh-30B engines

 7 03 39 17 not known Yer-2 Soviet Air Force mfd 1944 line # 03-17

 7 03 39 18 not known Yer-2 Soviet Air Force mfd 1944 line # 03-18

 7 03 39 19 not known Yer-2 Soviet Air Force mfd 1944 line # 03-19

 7 03 39 20 not known Yer-2 Soviet Air Force mfd 1944 line # 03-20

 7 04 39 01 not known Yer-2 Soviet Air Force mfd 1944 line # 04-01

 7 04 39 02 not known Yer-2 Soviet Air Force mfd 1944 line # 04-02

 7 04 39 03 not known Yer-2 Soviet Air Force mfd 1944 line # 04-03

 7 04 39 04 not known Yer-2 Soviet Air Force mfd 1944 line # 04-04

 7 04 39 05 not known Yer-2 Soviet Air Force mfd 1944 line # 04-05

 7 04 39 06 not known Yer-2 Soviet Air Force mfd 1944 line # 04-06

 7 04 39 07 not known Yer-2 Soviet Air Force mfd 1944 line # 04-07

 7 04 39 08 not known Yer-2 Soviet Air Force mfd 1944 line # 04-08; opb 332 ap dd and later by 330 bap; dbr 03mar45 when the pilot (3rd Lieutenant Skorokhodov) levelled out too high on landing so that the aircraft came down hard and a main landing gear strut broke

 7 05 39 11 not known Yer-2 Soviet Air Force mfd 1944 line # 05-11; benchmark aircraft for the modifications; underwent factory trials early oct44/dec44 and check trials with the NII VVS dec44

 7 06 39 01 not known Yer-2 Soviet Air Force mfd 1944 line # 06-01; initially with ACh-30B engines; modernised in spring 1945 to become a Yer-2MM; underwent tests in the T-101 wind tunnel of TsAGI may45 and flight tests afterwards (28 flights until sep45); re-engined with ACh-30BF engines in autumn 1945 and resumed flight tests 09dec45; last flight 22apr46 when the right engine failed

 7 06 39 11 not known Yer-2 Soviet Air Force mfd 1944 line # 06-11; opb 332 bap; in camo c/s; damaged in a forced landing apr45

 7 07 39 11 "113" Yer-2 Soviet Air Force mfd 1944 line # 07-11; w/o in 1945 when an engine failed and the aircraft crashed, crew (pilot: G.A. Karanysh) killed

 7 08 39 01 not known Yer-2 Soviet Air Force mfd 1944 line # 08-01; the first Yer-2 with a new canopy for the pilot

 7 09 39 05 "5" Yer-2 Soviet Air Force mfd 1944 line # 09-05; opb 332 ap dd and later by 330 bap; in camo c/s; dbr jul45 when an engine failed and the aircraft made a forced landing

 7 09 39 13 not known Yer-2 Soviet Air Force mfd mar45 line # 09-13; underwent trials with the GK NII in 1945

 7 09 39 18 not known Yer-2 Soviet Air Force mfd 1944 line # 09-18; opb 332 ap dd and later by 330 bap; dbr 23may45 when veered off the runway during the landing run, ground-looped and ended up in a ditch, the landing gear and one engine nacelle were ripped off (pilot: 3rd Lieutenant Skorokhodov)

 7 10 39 01 not known Yer-2 Soviet Air Force mfd mar45 line # 10-01; the first Yer-2 with a lower nose; was to undergo state trials with the NII VVS from jan45

 7 10 39 02 not known Yer-2 Soviet Air Force mfd mar45 line # 10-02; improved aircraft which was to undergo state trials with the NII VVS from jan45

 7 11 39 16 no code Yer-2 Soviet Air Force mfd 1944 line # 11-16; opb 326 ap dd; the aircraft of the regiment commander, carried a star on the tail instead of a code; slightly damaged 30nov44 when a tyre burst during the landing run (pilot: Lieutenant Colonel P.P. Markov)

 7 15 39 01 not known Yer-2 Soviet Air Force mfd 1945 line # 15-01

 7 16 39 15 not known Yer-2 Soviet Air Force mfd 1945 line # 16-15; the last Yer-2 sans suffixe built

 7 16 39 16 not known Yer-2 Soviet Air Force mfd 1945 line # 16-16; assemblies sent to Factory No. 86 at Taganrog for final assembly

 7 16 39 17 not known Yer-2 Soviet Air Force mfd 1945 line # 16-17; assemblies sent to Factory No. 86 at Taganrog for final assembly

 7 16 39 18 not known Yer-2 Soviet Air Force mfd 1945 line # 16-18; assemblies sent to Factory No. 86 at Taganrog for final assembly

 7 16 39 19 not known Yer-2 Soviet Air Force mfd 1945 line # 16-19; assemblies sent to Factory No. 86 at Taganrog for final assembly

 7 16 39 20 not known Yer-2 Soviet Air Force mfd 1945 line # 16-20; assemblies sent to Factory No. 86 at Taganrog for final assembly

 7 22 39 01 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-01

 7 22 39 02 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-02

 7 22 39 03 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-03

 7 22 39 04 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-04

 7 22 39 05 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-05

 7 22 39 06 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-06

 7 22 39 07 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-07

 7 22 39 08 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-08

 7 22 39 09 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-09

 7 22 39 10 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-10

 7 22 39 11 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-11

 7 22 39 12 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-12

 7 22 39 13 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-13

 7 22 39 14 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-14

 7 22 39 15 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-15

 7 22 39 16 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-16

 7 22 39 17 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-17

 7 22 39 18 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-18

 7 22 39 19 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-19

 7 22 39 20 not known Yer-2MM Soviet Air Force mfd 1945 line # 22-20

 7 23 39 01 not known Yer-2MM Soviet Air Force mfd 1945 line # 23-01

 7 23 39 02 not known Yer-2MM Soviet Air Force mfd 1945 line # 23-02

 7 23 39 03 not known Yer-2MM Soviet Air Force mfd 1945 line # 23-03

 7 23 39 04 not known Yer-2MM Soviet Air Force mfd 1945 line # 23-04

 7 23 39 05 not known Yer-2MM Soviet Air Force mfd 1945 line # 23-05

 7 23 39 06 not known Yer-2MM Soviet Air Force mfd 1945 line # 23-06

 7 23 39 07 not known Yer-2MM Soviet Air Force mfd 1945 line # 23-07

 7 23 39 08 not known Yer-2MM Soviet Air Force mfd 1945 line # 23-08

 7 23 39 09 not known Yer-2MM Soviet Air Force mfd 1945 line # 23-09

 7 23 39 10 not known Yer-2MM Soviet Air Force mfd 1945 line # 23-10

3 Yer-2ON built by Factory No. 39 at Irkutsk in 1945

The c/n system started with 8 (probably the izdeliye number), followed by the batch number (two digits), the factory number 39 and the number in the batch (two digits).

 8 01 39 01 no code Yer-2ON Soviet Air Force mfd 1945 line # 01-01; in olive drab c/s with light blue underside; ferried non-stop from Irkutsk to Moscow 16apr45

 8 01 39 02 not known Yer-2ON Soviet Air Force mfd 1945 line # 01-02

 8 01 39 03 not known Yer-2ON Soviet Air Force mfd 1945 line # 01-03

Yer-2 with unknown construction numbers

 --- "1" blue Yer-2 Soviet Air Force opb 421 dbap; w/o 06oct41 on a bombing raid against a German column on the road Chiplevo-Yukhnov when was shot down by fighters of the German Air Force, the navigator and the gunner survived (pilot: 2nd Lieutenant G.M. Zhiltsov)

 --- "1" blue Yer-2 Soviet Air Force opb 747 ap dd; w/o 31may42 on landing at its home base Kratovo when was shot down by Soviet anti-aircraft artillery by mistake, all crew (pilot: Kalinin) killed

 --- "1" blue Yer-2 Soviet Air Force opb 421 dbap; w/o during the night 21/22feb43 when did not return from a bombing mission against Bryansk (pilot: 1st Lieutenant N.A. Miroshnikov)

 --- "1" white Yer-2 Soviet Air Force opb 421 dbap; w/o 06oct41 on a bombing raid against a German column on the road Chiplevo-Yukhnov when was shot down by fighters of the German Air Force (pilot: Captain Andreyev)

 --- "1" white Yer-2 Soviet Air Force with ACh-30B engines; opb uchebny tsentr ADD at Byalaya Tserkov in 1944; in green/brown camo c/s with light blue underside

 --- "1" yellow Yer-2 Soviet Air Force opb 421 dbap; flown by Captain I.T. Shcherbatenko oct41

 --- "1" yellow Yer-2 Soviet Air Force opb uchebny tsentr ADD at Byelaya Tserkov in 1944; in dark green/dark brown camo c/s with light grey undersides

 --- "2" blue Yer-2 Soviet Air Force opb 421 dbap; w/o 18oct41 on a bombing mission against a bridge over the river Volga near Kalinin when was hit first by German anti-aircraft artillery and later by fighters of the German Air Force, caught fire and crashed in a forest (pilot: Morozov)

 --- "2" blue Yer-2 Soviet Air Force with M-105R engines; opb 747 ap dd; in olive drab c/s with black undersides; w/o 04mar42 when was shot down by a fighter of the German Air Force (pilot: Captain I.F. Galinski)

 --- "2" blue Yer-2 Soviet Air Force opb 747 ap dd; still on charge apr43

 --- "2" yellow Yer-2 Soviet Air Force opb 1 ae 420 dbap; in olive drab c/s with light blue undersides; w/o during the night 10/11aug41 on a bombing raid from Pushkin on Berlin when probably exploded over the target (pilot: Captain A.G. Stepanov)

 --- "3" blue Yer-2 Soviet Air Force opb 421 dbap; flown by Captain I.F. Galinski oct41

 --- "3" blue Yer-2 Soviet Air Force opb 747 ap dd; still on charge apr43

 --- "3" yellow Yer-2 Soviet Air Force opb 421 dbap; took part in the bombing mission against a bridge over the river Volga near Kalinin 18oct41 (pilot: Tikhonov)

 --- "4" blue Yer-2 Soviet Air Force opb 421 dbap; reportedly shot down a fighter of the German Air Force during a bombing raid against a German column on the road Chiplevo-Yukhnov 06oct41

 --- "4" blue Yer-2 Soviet Air Force opb 747 ap dd; still on charge apr43

 --- "4" white Yer-2 Soviet Air Force with M-105R engines; opb 421 dbap; in brown c/s with light blue undersides; w/o 18oct41 on a bombing mission against a bridge over the river Volga near Kalinin when was hit first by German anti-aircraft artillery and later by fighters of the German Air Force, caught fire and made a forced landing on the Moskovskoye morye reservoir (pilot: 2nd Lieutenant A.A. Balenko)

 --- "5" blue Yer-2 Soviet Air Force opb 747 ap dd; still on charge apr43

 --- "5" red Yer-2 Soviet Air Force opb 421 dbap; in green/brown camo c/s with black undersides

 --- "5" white Yer-2 Soviet Air Force opb 4 ae 328 dbap in spring 1945 (pilot: Major Didenko); in green/brown camo c/s with black undersides

 --- "6" blue Yer-2 Soviet Air Force opb 421 dbap; last mission flown 25jan43, probably damaged and not repaired (pilot: Ivanov)

 --- "6" yellow Yer-2 Soviet Air Force opb 421 dbap; w/o 18oct41 on a bombing mission against a bridge over the river Volga near Kalinin when was hit first by German anti-aircraft artillery and later by fighters of the German Air Force, caught fire and crashed (pilot: Buzovir)

 --- "7" red Yer-2 Soviet Air Force opb 747 ap dd; dbr aug42 during the Battle of Stalingrad when was attacked by Bf 109s of the German Air Force, managed to damage 2 fighters, but suffered heavy damage itself and maded a forced landing (pilot: Viskovski)

 --- "8" blue Yer-2 Soviet Air Force opb 747 ap dd; w/o 17feb42 when did not return from a bombing mission against Smolensk (pilot: Gorokhov)

 --- "8" blue Yer-2 Soviet Air Force opb 747 ap dd; still on charge apr43

 --- "8" white Yer-2 Soviet Air Force opb 421 dbap; reportedly shot down 2 fighters of the German Air Force during a bombing raid against a German column on the road Yukhnov-Spas-Demensk 07oct41; w/o 18oct41 on a bombing mission against a bridge over the river Volga near Kalinin when was hit first by German anti-aircraft artillery and later by fighters of the German Air Force, caught fire and crashed (pilot: 2nd Lieutenant N.P. Tyklin)

 --- "8" yellow Yer-2 Soviet Air Force opb 421 dbap; took part in the bombing mission against a bridge over the river Volga near Kalinin 18oct41 (pilot: Tryapitsyn)

 --- "9" blue Yer-2 Soviet Air Force opb 421 dbap; took part in a bombing mission against a target near Kaluga 28oct41, was attacked by 1 Bf 109 and 2 Bf 110s of the German Air Force (reportedly shot down a Bf 110) and returned with 58 bullet holes, 2 crew members injured (pilot: 1st Lieutenant Kondratyev)

 --- "9" blue Yer-2 Soviet Air Force opb 747 ap dd; still on charge apr43

 --- "14" white Yer-2 Soviet Air Force opb uchebny tsentr ADD at Byelaya Tserkov in 1944; in green/brown camo c/s with light grey undersides, code outlined in red

 --- "130" white Yer-2 Soviet Air Force opb 329 dbap in summer 1945; in light grey/dark grey camo c/s with black undersides, code outlined in red

 --- no code Yer-2 Soviet Air Force carried a star on the tail instead of a code; opb 421 dbap; w/o 18oct41 on a bombing mission against a bridge over the river Volga near Kalinin when was hit first by German anti-aircraft artillery and later by fighters of the German Air Force, caught fire and crashed in a forest (pilot: 2nd Lieutenant A.S. Gaivoronski)

 --- no code Yer-2 OKB-134 built by Factory No. 18; re-engined with Dobrotvorski MB-100 engines by OKB-134 on the basis of a decree issued jun42; in dark green c/s with light blue underside; f/f 28aug43; trials completed jul44; re-engined with MB-100F engines in 1945

 --- not known Yer-2 OKB-134 mfd 1944 built by Factory No. 39; prototype of a torpedo-bomber version; with ACh-30B engines

 --- not known Yer-2 OKB-134 mfd 1945 also designated Yer-4; built by Factory No. 39; with ACh-30BF engines

 --- not known Yer-2N Soviet Air Force converted to a carrier aircraft for the Chelomei 10Kh air-to-ground missile (based on the German Fi 103) and its pulso engine

 --- not known Yer-2LL Soviet Air Force flying test-bed for engines and propellers

 --- not known Yer-2BM OKB-134 planned version with ACh-31 engines; 65 % complete by jan46, but construction stopped (only a full-scale mock-up was completed which was presented to the mock-up commission 31aug45)

 --- not known Yer-2 Soviet Air Force opb 420 ap dd; w/o 25jul41 when caught fire and crashed, the gunner was killed while the other crew members (pilot: Shved) managed to bail out

 --- not known Yer-2 Soviet Air Force opb 420 ap dd; w/o 29jul41 when caught fire, made a forced landing wheels-up and burnt out (pilot: Sadovski)

 --- not known Yer-2 Soviet Air Force opb 432 bap; was to take part in a bombing raid from Pushkin on Berlin during the night 10/11aug41, but was hit by Soviet anti-aircraft artillery over the mouth of the river Luga near Vysu, caught fire and crashed, only part of the crew managed to bail out (pilot: Major Tyagunin)

 --- not known Yer-2 Soviet Air Force opb 420 dbap; w/o during the night 10/11aug41 on a bombing raid from Pushkin on Berlin when was attacked and shot down by I-16 fighters of the Soviet Air Force on the return leg (some 30 km from Pushkin), the crew (pilot: 2nd Lieutenant B.A. Kubyshko) managed to bail out and returned to their unit

 --- not known Yer-2 Soviet Air Force w/o on a bombing raid during the night 14/15aug41 when not all bombs could be released due to a technical problem and one of the FAB-100 bombs exploded when the crew tried to jettison them, the pilot (Captain F.F. Soroka) was thrown out of the aircraft while all other crew members were killed

 --- not known Yer-2 Soviet Air Force opb 420 dbap; w/o 19sep41 on a bombing raid when was shot down by Bf 109s of the German Air Force (pilot: Kalinin)

 --- not known Yer-2 Soviet Air Force opb 420 dbap; w/o 19sep41 on a bombing raid when was shot down by Bf 109s of the German Air Force (pilot: Kondranin)

 --- not known Yer-2 Soviet Air Force opb 420 dbap; dbr 19sep41 on a bombing raid when was damaged by Bf 109s of the German Air Force and made a forced landing (pilot: Captain M. Brusnitsyn)

 --- not known Yer-2 Soviet Air Force opb 421 dbap; w/o 30sep41 on a bombing raid when was shot down by fighters of the Soviet Air Force by mistake, navigator killed (pilot: 2nd Lieutenant Yeremenko)

 --- not known Yer-2 Soviet Air Force opb 420 dbap; w/o 03oct41 on a bombing raid against railway stations when was shot down by fighters of the German Air Force (pilot: 2nd Lieutenant P.N. Volodin)

 --- not known Yer-2 Soviet Air Force opb 421 dbap; w/o 03oct41 when did not return from a bombing raid against railway stations (pilot: 2nd Lieutenant K.A. Maksimenko)

 --- not known Yer-2 Soviet Air Force opb 421 dbap; w/o 06oct41 on a bombing raid against a German column on the road Chiplevo-Yukhnov when was shot down by Bf 109s of the German Air Force, the navigator and the gunner survived (pilot: P.A. Klimenko)

 --- not known Yer-2 Soviet Air Force w/o 06oct41 on a bombing raid against a German column on the road Chiplevo-Yukhnov when was shot down by fighters of the German Air Force, both gunners killed while the pilot (Captain Brusnitsyn) and the navigator managed to bail out

 --- not known Yer-2 Soviet Air Force w/o 06oct41 on a bombing raid against a German column on the road Chiplevo-Yukhnov when was shot down, the pilot (Nechayev) and a gunner survived

 --- not known Yer-2 Soviet Air Force opb 420 dbap; w/o 07oct41 on a bombing raid against a German column on the road Yukhnov-Spas-Demensk when was shot down by Bf 109s of the German Air Force, crew (pilot: 2nd Lieutenant N.A. Khopryakov) killed

 --- not known Yer-2 Soviet Air Force opb 421 dbap; w/o 07oct41 on a bombing raid against a German column on the road Yukhnov-Spas-Demensk when was shot down by Bf 109s of the German Air Force, crew (pilot: Captain Alekseyev) killed

 --- not known Yer-2 Soviet Air Force opb 421 dbap; w/o 07oct41 on a bombing raid against a German column on the road Yukhnov-Spas-Demensk when was shot down by Bf 109s of the German Air Force, the crew (pilot: 2nd Lieutenant Boiko) survived

 --- not known Yer-2 Soviet Air Force opb 420 dbap; w/o 08oct41 on a bombing raid against a German column when was shot down by fighters of the German Air Force (pilot: 2nd Lieutenant M.M. Khokhlov)

 --- not known Yer-2 Soviet Air Force opb 420 dbap; w/o 08oct41 on a bombing raid against a German column when was shot down by fighters of the German Air Force (pilot: 2nd Lieutenant Minakov)

 --- not known Yer-2 Soviet Air Force w/o during the night 10/11oct41 on a bombing raid against the railway yards at Roslavl and Smolensk when was shot down by German anti-aircraft artillery, the crew (pilot: 2nd Lieutenant Kanarski) survived and returned to its unit

 --- not known Yer-2 Soviet Air Force opb 420 dbap; dbr during the night 14/15oct41 on take-off for a bombing mission when the pilot (Tkachenko) did not cope with the situation so that the aircraft stalled and crashed, the crew escaped

 --- not known Yer-2 Soviet Air Force opb 420 dbap; w/o in the late hours of 22oct41 when the crew lost orientation on return from a bombing raid, the aircraft ran out of fuel and the crew (pilot: 2nd Lieutenant B.A. Kubyshko) bailed out

 --- not known Yer-2 Soviet Air Force w/o 25oct41 when did not return from a bombing mission (pilot: 2nd Lieutenant V.M. Malinin)

 --- not known Yer-2 Soviet Air Force opb 747 dbap; w/o 31jan42 when did not return from a bombing mission (pilot: Yeremenko)

 --- not known Yer-2 Soviet Air Force opb 330 bap; dbr 27mar45 when both engines failed shortly after take-off and the aircraft came down in a forest (pilot: 3rd Lieutenant Shavyrin)