

## IL-2 SINGLE SEATER ZAVOD 381

A work in progress by Ivan Rodionov (Moscow)

Translated by Daniele Righi

Data on the serial numbers are from the sites <http://forums.airforce.ru/do-1945/7261-zavodskie-nomera-il-2-a/>, <https://trizna.ru/forum/topic/44474-ил-2-попытка-привязать-к-полкам-по-заводским-номерам/?page=10>, <http://il2war.ru/index.php?showforum=105> and <https://aftemarket.ru/blog/kamuflyazh-il-2-1941/>. <https://aftemarket.ru/blog/kamuflyazh-il-2-1942/>, <https://aftemarket.ru/blog/kamuflyazh-il-2-1943/>. as well as directly from the photos.

Please note some of the serial numbers could be wrongly interpreted as the photo quality permits and any corrections or additions are greeted.

More detailed data on Il-2 development and use could be found using search from the Chronology of the Aviation and Aircraft Industry of Russia and the Soviet Union, 1916 to 1946 (in Russian) at the address:

<https://warwick.ac.uk/fac/soc/economics/staff/mharrison/aviaprom>

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### May 1941:

Zavod 380 initially was ordered to build two seater Il-2s 03.10.40 but on 07.01.41 shifted to single seater IL-2 and was permitted to produce two two seaters.

Zavod 380 built these two two seater Il-2 before evacuation to Nizhnii Taghil in July – August 1941 and it was decided on 25.08.41 to use them as the training aircraft UIL № 381 with № 38101 and № 38102. Both aircraft were transferred to zavod 18.

After evacuation zavod 380 and 381 were united and renamed 381

3. Данные о материальной части.  
А/самолет. ИЛ-2 спорка /двухместная/.

Тип самолета и его номер.	ИЛ-1 381002
Время и место изготовления /завод/.	381 завод.
С какого времени эксплуатируется и сколько налетал с момента эксплуатации.	28 мая 1941 года, налетал 42.47.
Когда, где и по какому поводу был в ремонте и когда вышел из ремонта.	Ремонтировался на заводе № 18 после перегонки с 3-да 381 с 1 июля по 16 августа.
Сколько дней самолет не летал до дня происшествия.	
Какой налет имеет на данном самолете летчик, у которого было происшествие.	19ч. 11м.
Какие общие повреждения получил самолет в результате аварии, какого ремонта требует самолет и целесообразность ремонта данного самолета вообще.	Поломан фюзеляж. Поставить фюзеляж, винт, шасси. Будет целесообразен ремонт самолета.
б/ мотор.	Повреждения не имеет, но требует ремонта.
Тип мотора и его мощность /степень сжатия/.	AM-38 1635 л.с.
№ мотора.	0019.
Время и место изготовления /завод/.	Завод № 24 10 февраля 1941г.
С какого времени эксплуатировался.	20.4.1941 года.
Работа мотора в часах /на земле и в воздухе/:	Воздух 59.46, земля 25.19.
а/с момента начала эксплуатации до 1-й переливки;	а/ воздух 76.14
б/ количество переливок;	б/ одна
в/ сколько часов наработал мотор от последней переливки до аварии.	в/ 10.47

Series 1 - no changes are visible

Only 2 Il-2 were produced at zavod 381 and accepted by VVS by the June 20, 1941.

### June-July 1941

12 Il-2 were produced at zavod 381 by the beginning of July, 1941 (only 2 by June 20)

Early Il-2 of zavod 381 were the same as Il-2 of zavod 18

Known losses series 1: 27.01.42-12.02.42

Series 2 - no changes are visible

### August-September 1941

Known losses series 2: unknown

From September to November 1941 zavod 381 produced and transferred to VVS 12 IL-2s

### October-December 1941

Series 3 - no changes are visible

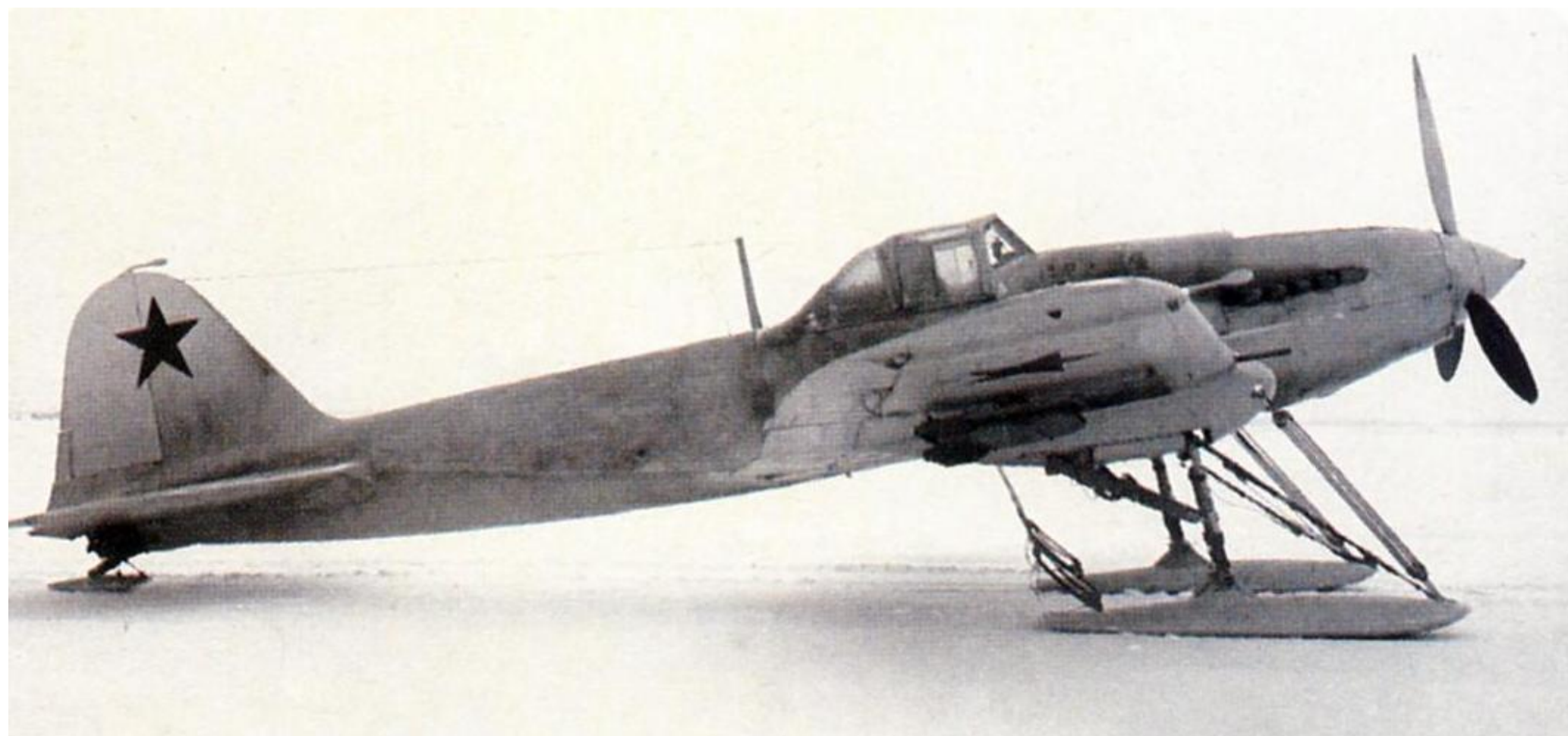


IL-2 № 381403 tested at NII VVS in January 1942 (finished on 21.01.42) on non retractable skis

Test report says it was identical to the early 18(6) 4 series of Il-2 of zavod 18. Skis are the same as in the case of zavod 18 but non-retractable

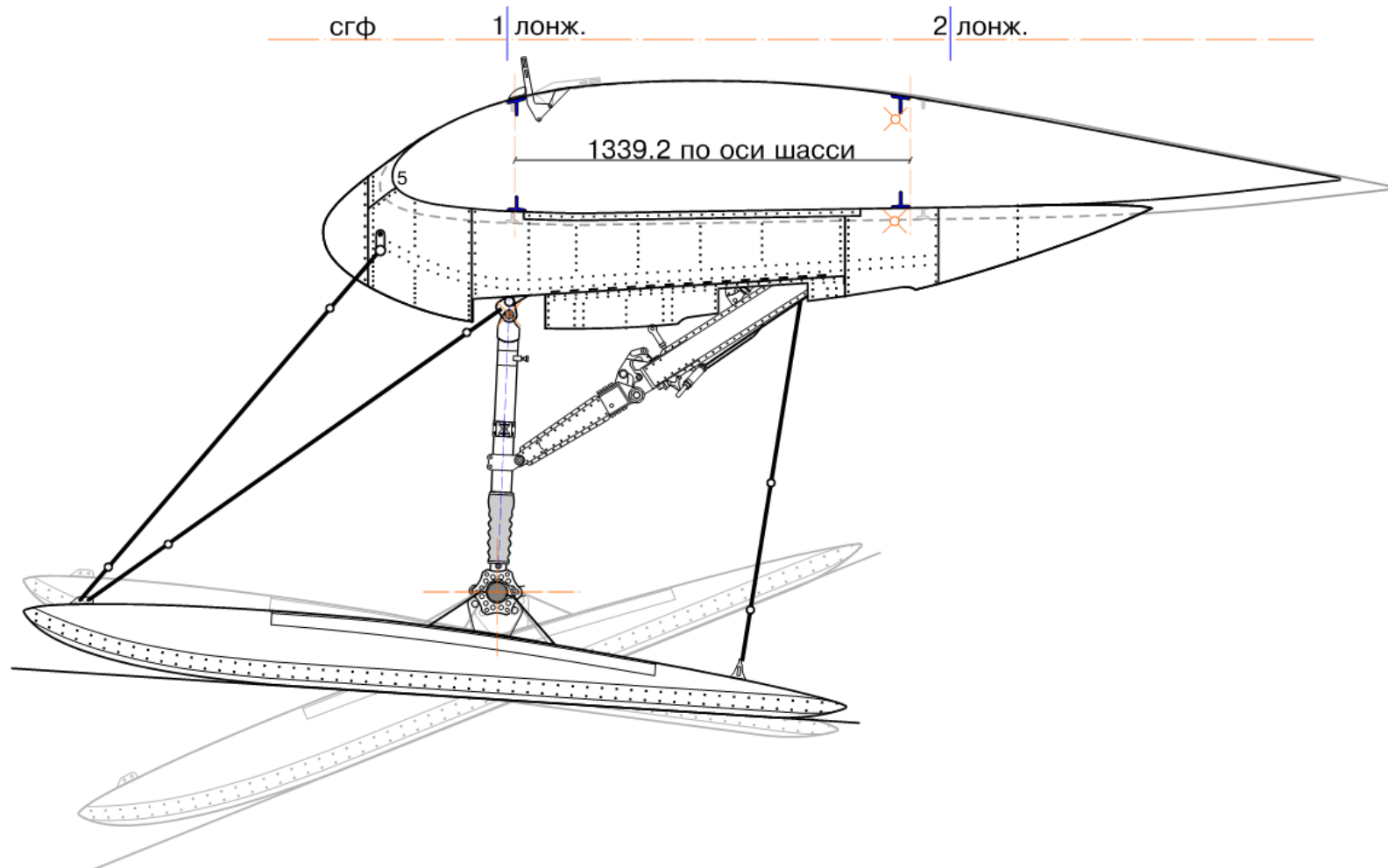
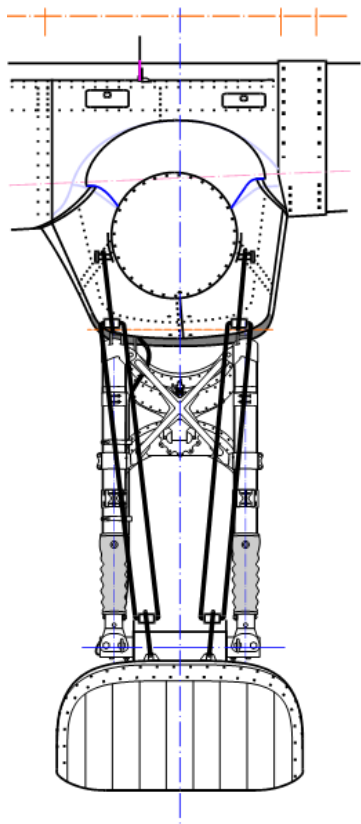
Note both internal and external aileron balancers.



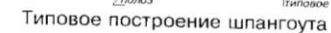






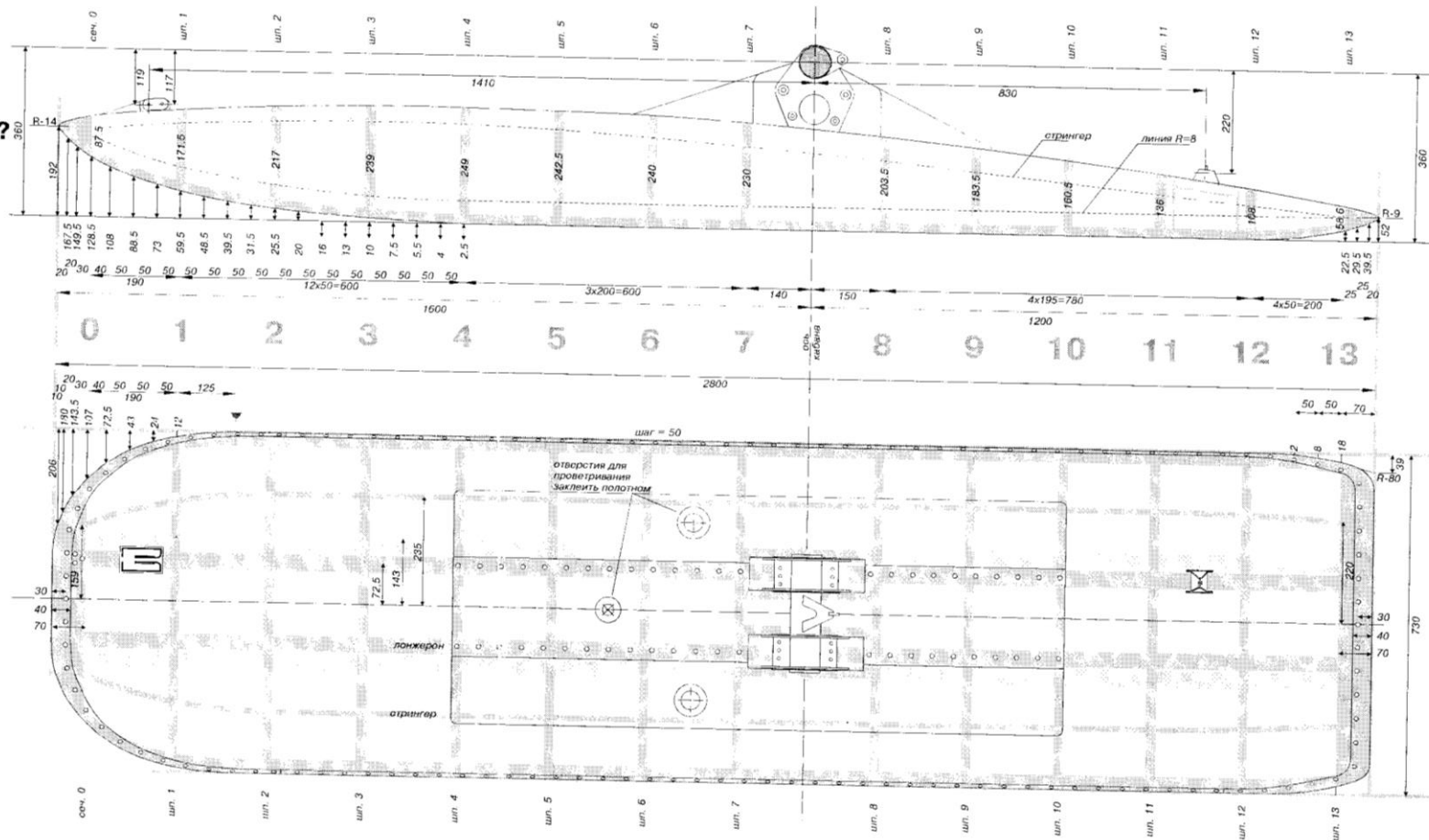






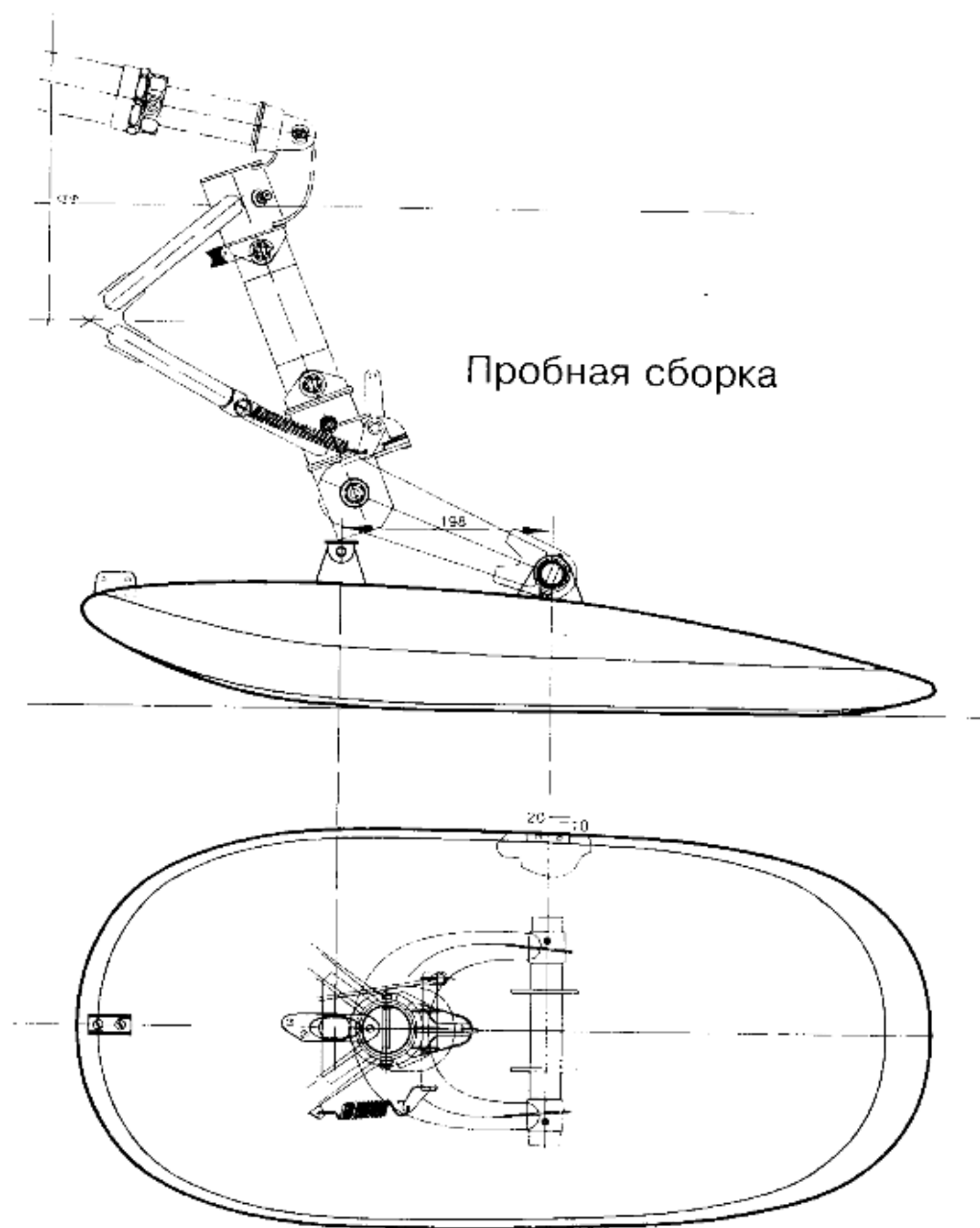
Теоретический  
чертеж лыжи  
с 51/8 серии  
5-2-42г.  
з-д №18

Лыжа  
с 51/8 серии  
6-2-42г.  
з-д №18

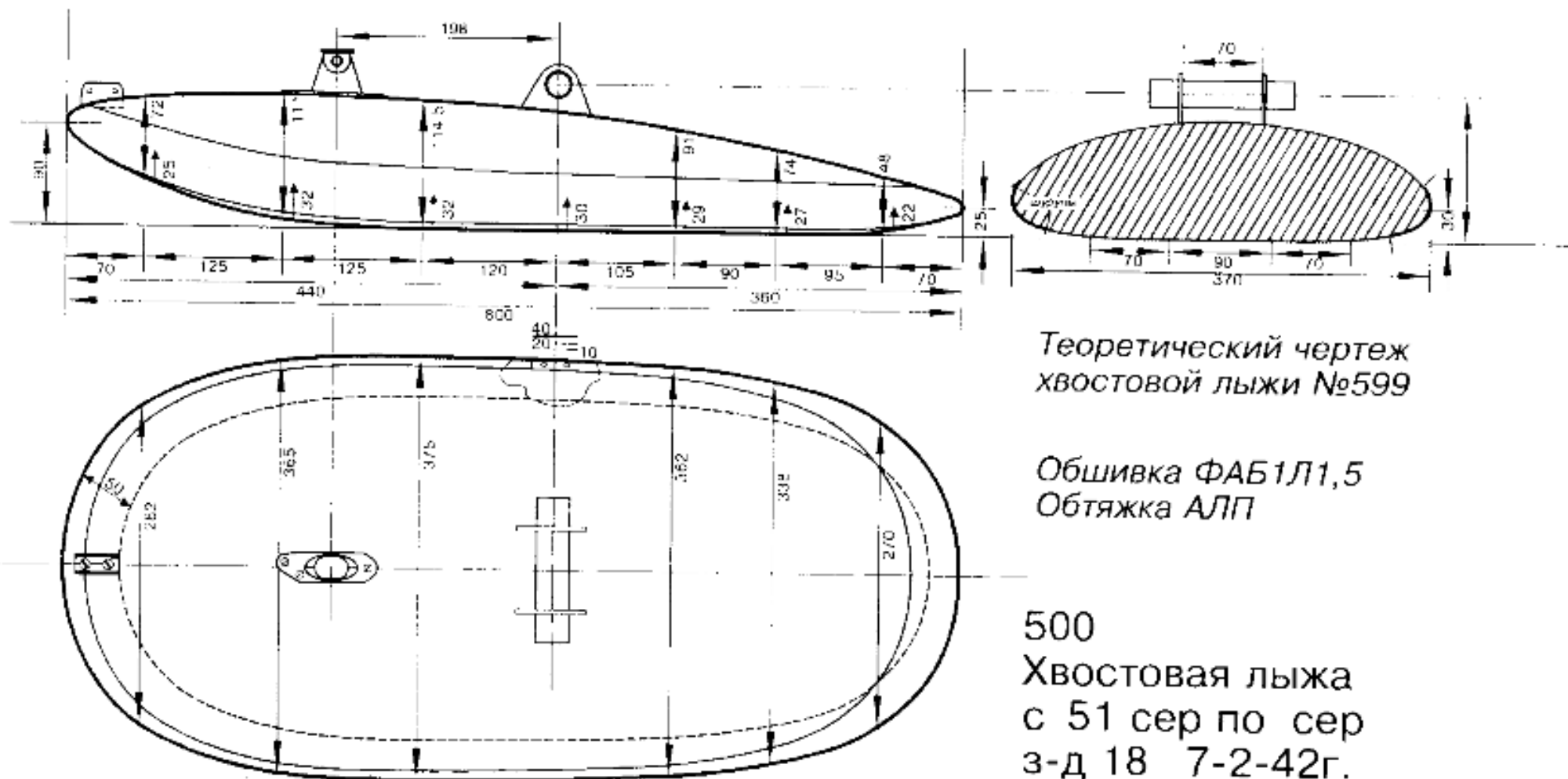












Known losses series 3: unknown

January 1942

Series 4 - no changes are visible

Known losses series 4: 02.42

February 1942

Series 5 - no changes are visible

Known losses series 5: unknown

March 1942

Series 6 - no changes are visible

Known losses series 6: unknown

Series 7 - no changes are visible

IL-2 № 30714 engine AM-38 № 291266 lost near Karbusel, Leningrad obl. And found in 1990



Known losses series 7: unknown

April 1942

Series 8 - no changes are visible

Il-2 № 3810608 with engine AM-38 № 28246 lost on 06.08.42





Note combined (metal + wood) bomb flaps





Known losses series 8: 06.08.42

Series 9 - no changes are visible

Known losses series 9: unknown

May 1942

As a result of tests of two seater Il-2 M-82IR from 20.02.42 till 23.3.42 GKO ordered on 28.03.42 to start two seater Il-2 M-82IR production at zavod 381 from 01.05.42

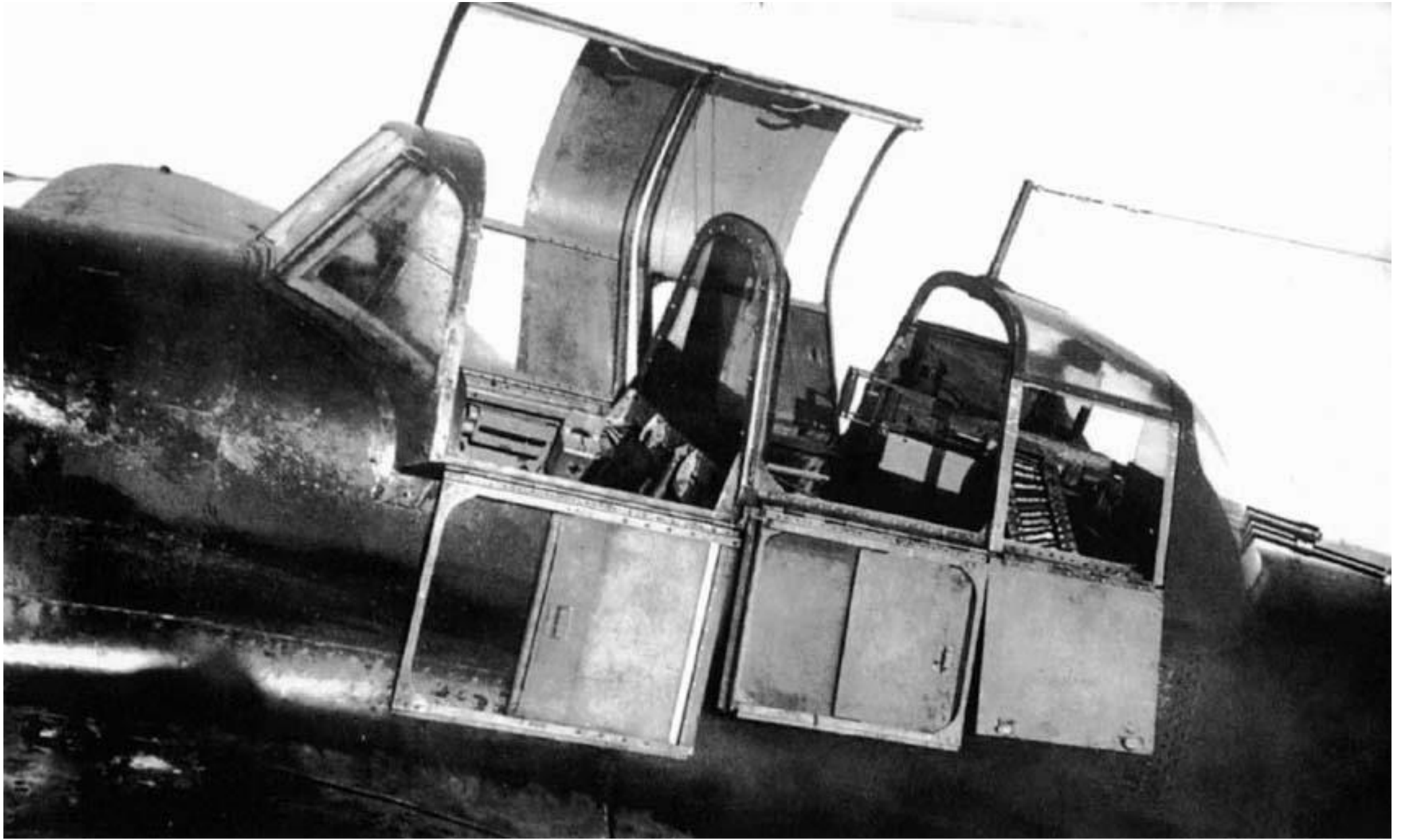


Другой вид этого Ил-2 с М-82ИР









GKO ordered to stop production of IL-2 M-82 IR on 26.4.42.

In the beginning of May 1942 one single seater Il-2 with engine M-82IR was built and it tested till the middle of August 1942

Series 10 - no changes are visible

IL-2 № 3812010

Control tests at NII VVS in May 1942. Tests stopped because of defects resulted in low flying performances. Another aircraft Il-2 № 3811612 replaced it.

Known losses series 10: 25.07.43

Series 11 - no changes are visible

Known losses series 11: unknown

June 1942

Series 12

Changes (see Series 4 of Il-2 zavod 18 (7):

- Armor above rear gasoline tank
- Pressed welded steel strut of undercarriage
- Armor above pilot head
- Metal armor with triangle windows behind the pilot
- Armor above defoaming tank
- Increased volume of rear gasoline tank and installed a filler neck. Total fuel capacity increased from 615 to 710 litres
- Drainage tube of the defoaming tank is no more coming outside and transferred from the upper part of the armor hood to bottom of it
- No external balances of ailerons
- Second ESBR (elektrobombosbrasyvatel - electric bomb thrower) appeared on the right side of the cockpit and it permitted to control the bombs and RS rockets separately
- Four RO-82 rocket launchers of tube or T-type installed instead of box cross RO-132



- Two buttons on the control handle one for the bombs and one for the RS rockets
- Two EBR (elektrobombosbrasyvatel - electric bomb thrower) on the right side of the cockpit and it permitted to control the bombs and RS rockets separately

IL-2 № 3811612

Control tests at NII VVS in June 1941 as a replacement for IL-2 № 3811020 shown poor flying performances because of defects. In materials of tests the aircraft referred to as № 1216 and 1020 though according to system of numeration of zavod 381 should be № 3811216 and № 3811020.





Known losses series 12: unknown

Series 13 - no changes are visible

Known losses series 14: 12.42

July 1942

Series 14 - no changes are visible



Known losses series 14: 05.43

Series 15 - no changes are visible

Known losses series 15: 12.07.43-29.09.43

Series 16 - no changes are visible

Known losses series 16: 13.10.42-27.08.43

August 1942

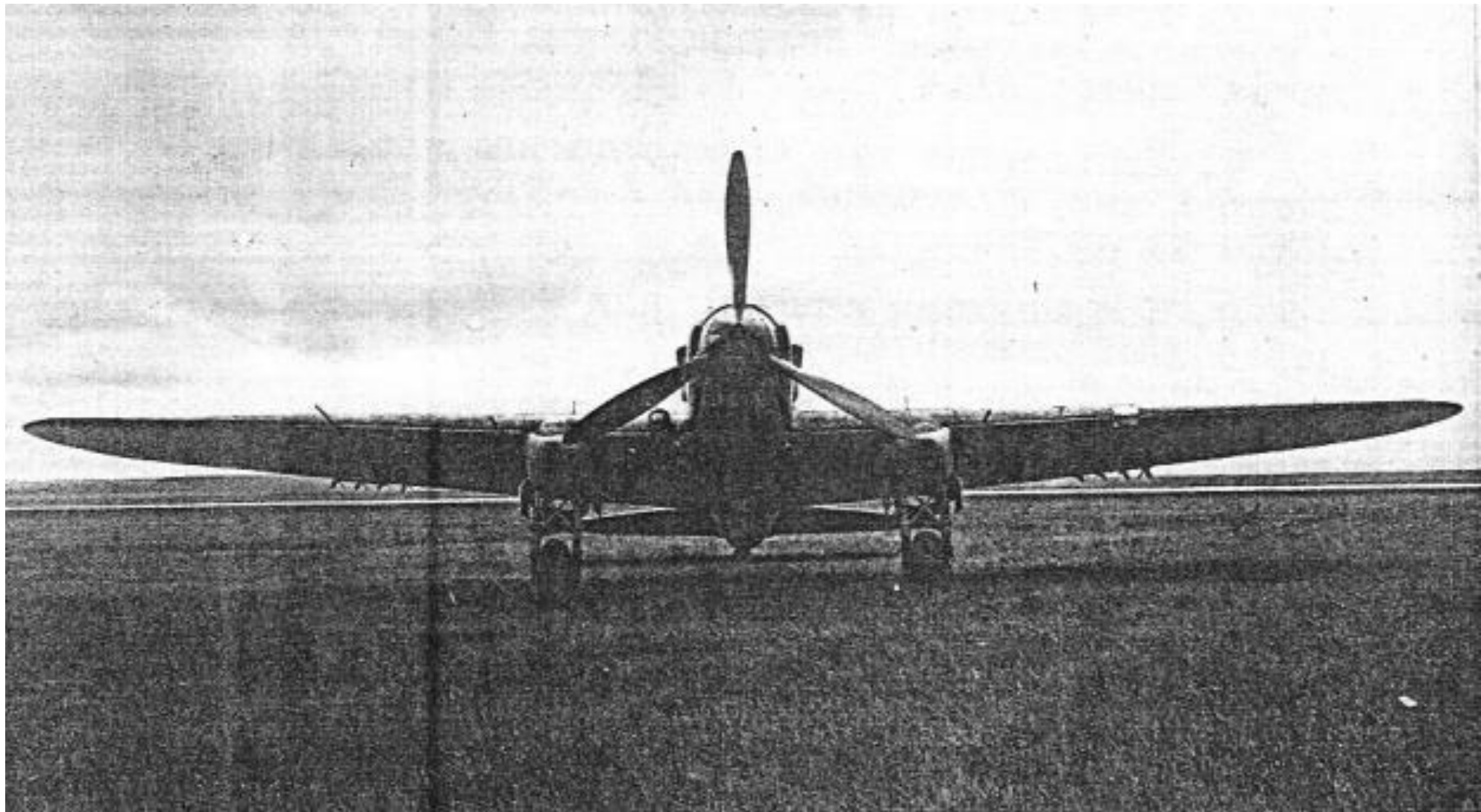
Series 17

Changes (compared to 3811612)

- TsAGI air filter
- prolonged wooden fuselage
- external aluminum profiles to strengthen wooden fuselage
- Riveting of the wing and stabilizer with rivets with a convex head and countersunk head rivets on the wing toe only.
- VV-1 sight
- KMB-2 small bomb wooden cassette instead of KMB Il-2
- two buttons (one for bombs and another for RS rockets)

Control tests at NII VVS of IL-2 № 3811217 on 19.09.41 – 30.10.42



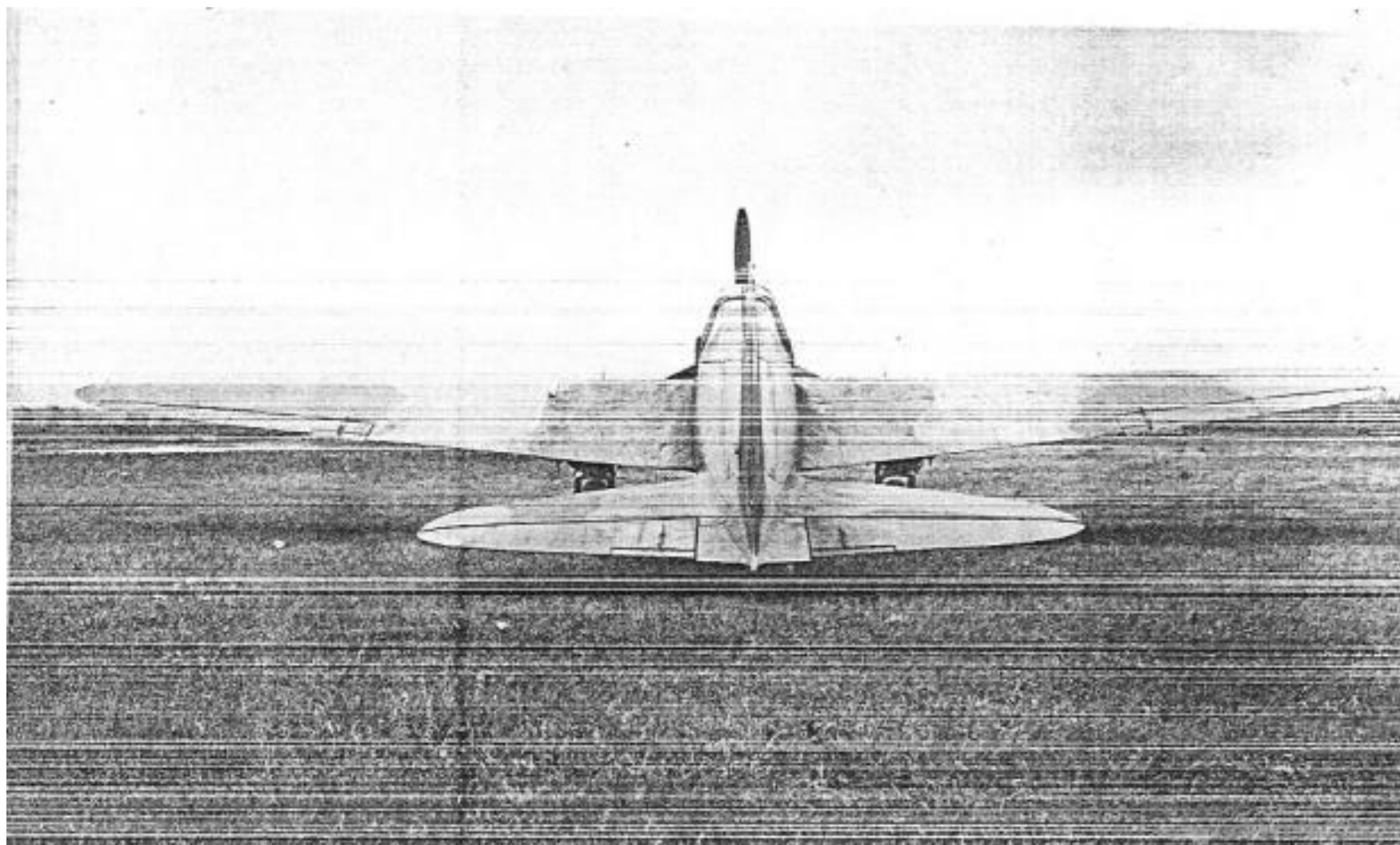


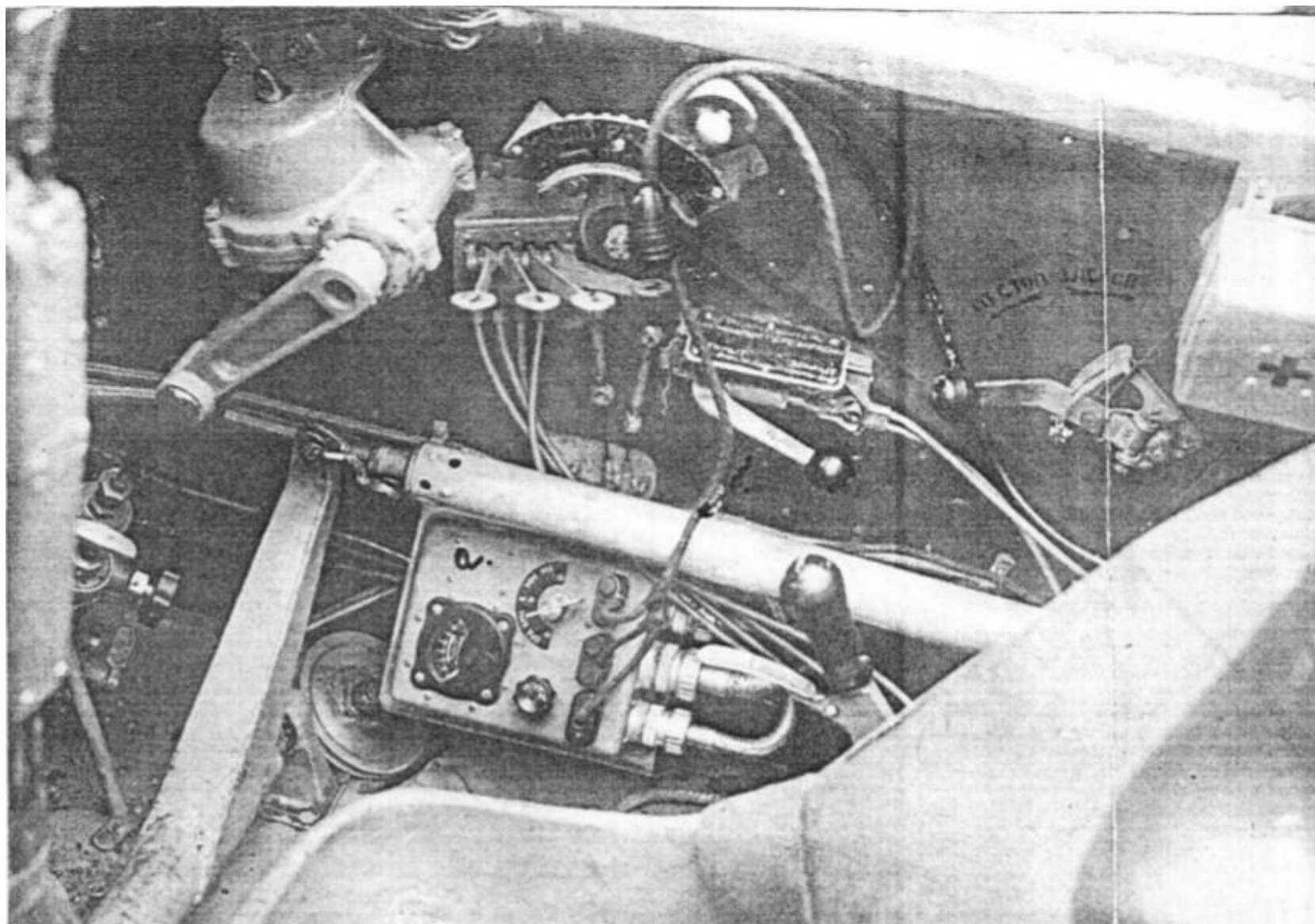


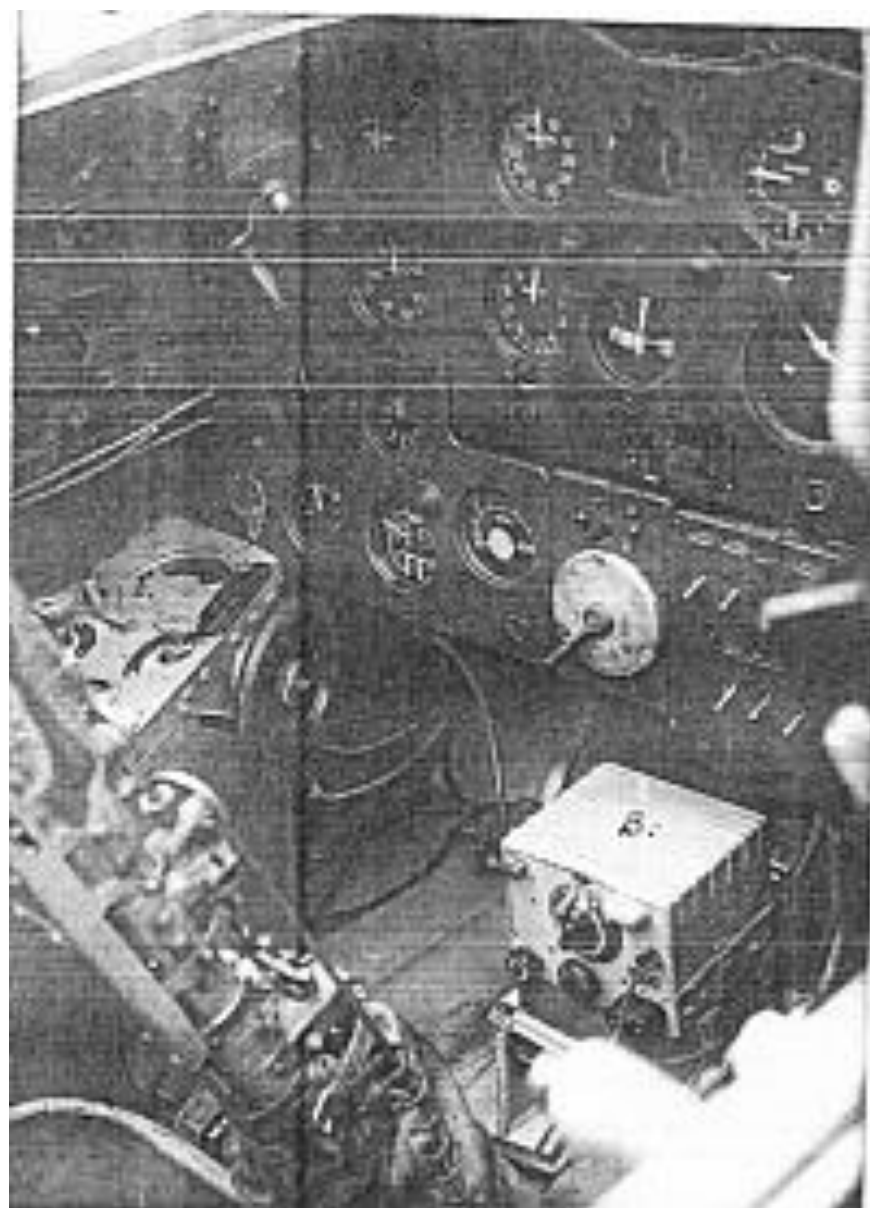




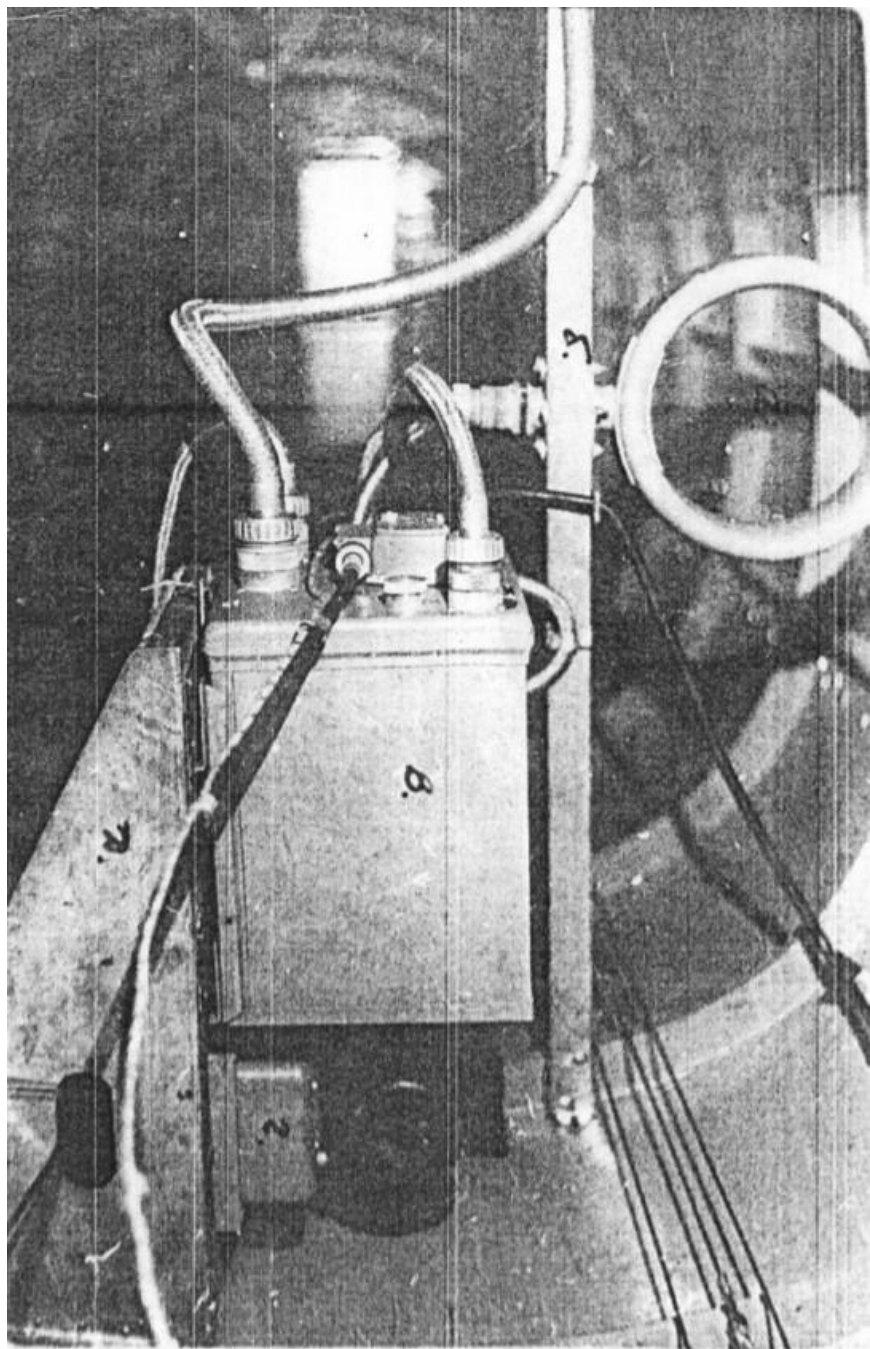












IL-2 № 3811417 (incorrectly referred to as № 381417) lost in June 1943 and restored to become a monument in Dubna











Known losses series 17: 22.06.43

September 1942

Series 18 - no changes are visible

Il-2 № 3811118 and Il-2 № 3811118 mentioned under repair

Known losses series 18: unknown

Series 19 - no changes are visible

Il-2 № 3811019 and Il-2 № 3811019 mentioned in a document

Known losses series 19: unknown

Series 20 - no changes are visible

Il-2 № 3810120 mentioned in a document

Known losses series 20: unknown

On 20.07.1942 GKO decided to stop IL-2 production at zavod 381 to start La-5 production.

Il-2 production at zavod 381 was stopped in the middle September 1942.