

Sheet1

CASA 352L

170 built for the Spanish AF by CASA at Getafe, the Spanish AF staff bestowing the nickname of "Pava" (=Kettle) on it.
 The L suffix stood for "Licencia", i.e. built under licence from Junkers, essentially equivalent to the JU-52/3m 10ge version.
 However, the L suffix does not appear on the manufacturer's data plates.
 The first 106 used BMW132 engines whereas the last 64 used the ENMASA Beta series engines (a copy of the Wright R-1820 Cyclone engine).

<u>Spanish AF TOC date</u>	<u>Spanish AF SOC date</u>	<u>C/n</u>	<u>Model</u>			
Jul 44	2 Jun 1959	1	A-1/A-3	T.2-110	T.2B-110	<i>Fate?</i>
Jan 45	27 Jun 1968	2	A-3	T.2-111	T.2B-111	<i>U/S Fate?</i>
Jan 45	21 Oct 1972	3	A-1	T.2-112	T.2B-112/911-16	<i>U/S Fate?</i>
Jul 45		4		T.2-113	T.2B-113	<u>WO 180346, GETAFE AFB, MADRID</u>
Apr 45	15 Apr 1952	5		T.2-114		<u>CR MORON DE LA FRONTERA 26 JUN 51</u>
Apr 46	14 Jul 1971	6	C	T.2-115	T.2B-115	<i>U/S Fate?</i>
May 47	16 Jan 1960	7	C	T.2-116	T.2B-116	<i>Fate?</i>
Oct 47		8		T.2-117		<i>Fate?</i>
Jun 47	31 Jul 1971	9	A-3	T.2-118	T.2B-118/992-2	<u>WFU CUATRO VIENTOS 03 FEB 70</u>
Jun 47	22 Oct 1965	10	C	T.2-119	T.2B-119	<u>WO 040565, GETAFE AFB, MADRID</u>
Jul 47		11		T.2-120		<i>Fate?</i>
Oct 47	18 Jun 1954	12		T.2-121		<i>Fate?</i>
Oct 47	12 Jul 1957	13		T.2-122		<i>Fate?</i>
Feb 48	21 Oct 1959	14	C	T.2-123	T.2B-123	<u>DEST IN FORCED LANDING 16 JUL 59, CHAHERRERO, AVILA</u>
Feb 48	29 Sep 1950	15	A-1	T.2-124		<u>CR 290950 GUADALARARA PROVINCE</u>
Oct 48	4 Mar 1970	16	A-1	T.2-125	T.2B-125	<i>Fate?</i>
Apr 48	9 Nov 1965	17	C	T.2-126	T.2B-126	<i>Fate?</i>
Mar 48		18	A-3/A-1	T.2-127	T.2B-127/461-4	D-CIAD
				<u>PVD 230882 HERMESKEIL, GERMANY</u>		
Jun 48	24 Jul 1965	19	A-1	T.2-128	T.2B-128	<i>Fate?</i>
Jul 48	17 Nov 1961	20	A-1	T.2-129	T.2B-129	<i>WO When?</i>
Oct 48	26 Jul 1973	21	A-1	T.2-130	T.2B-130/36-3	<i>WO When?</i>
Oct 48	23 Jan 1970	22	C	T.2-131	T.2B-131/921-1	<i>Fate?</i>
Oct 48	20 Feb 1969	23	C	T.2-132	T.2B-132	<i>Fate?</i>
Oct 48	8 Nov 1969	24	C	T.2-133	T.2B-133	<u>WO 290869, DUESNAS, PALENCIA</u>

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Oct 48		25		T.2-134	T.2B-134	<i>Fate?</i>	
Dec 48	8 Jun 1973	26	A-1/A-3	T.2-135	T.2B-135	<i>Fate?</i>	
Dec 48	23 Jun 1959	27	A-1	T.2-136	T.2B-136	<u>WO 150958, HURONES, BURGOS</u>	<i>Test bed for Sirio motor</i>
Jan 49	30 Nov 1955	28		T.2-137	T.2B-137	<u>WO 240655, TAUIMA AIRFIELD, SPANISH SAHARA</u>	
Jan 49	29 Feb 1952	29		T.2-138	<u>DEST 29 FEB 52, EL CARMOLI AIRFIELD, MURCIA</u>		
Dec 48	29 Sep 1959	30	C	T.2-139	T.2B-139	<i>WO When?</i>	
Dec 48	26 Jun 1976	31	A-3/A-1	T.2-140	T.2B-140	N9012P/"1Z+EK"	
<u>PVD 0186 SINSHEIM, GERMANY AS "RJ+NP"</u>							
Mar 49	18 Apr 1951	32		T.2-141	<i>WO WHEN?</i>		
Mar 49	27 Jun 1975	33	A-3	T.2-142	T.2B-142	N9012N	
<u>PVD 92 UGGLARP, SWEDEN AS "DP+FJ", TO "N9+A7"</u>							
Mar 49	18 Jan 1950	34	A-3	T.2-143	<u>CR 180150, TOBARRA, ALBACETE</u>		
Jun 49		35	C/A-1	T.2-144	T.2B-144	N88927	
<u>D-CIAS PVD 96 MUNICH AIRPORT AS "D-ANOY"</u>							
Jun 49		36		T.2-145	T.2B-145	<u>DBR 180154, EL CARMOLI, MURCIA</u>	
Jun 49	31 Jul 1971	37	A-3	T.2-146	T.2B-146	<i>U/S Fate?</i>	
Jun 49	25 Feb 1956	38		T.2-147	T.2B-147	<u>CR 201255, RASCAFRIA, MADRID</u>	
Jun 49	26 Nov 1975	39	A-3	T.2-148	T.2B-148	N99234	
<u>C-GARM CVD TO JU-52 CAO/CE REPLICAS AND PVD 010485 WINNIPEG AS "C-FARM"</u>							
Jun 49	21 Oct 1972	40	A-1	T.2-149	T.2B-149	<i>Fate?</i>	
Aug 49	9 Mar 1960	41	A-1	T.2-150	T.2B-150	<u>WO 211058, JEREZ, CADIZ</u>	
Aug 49	24 Jun 1970	42	A-1	T.2-151	T.2B-151	<i>Fate?</i>	
Aug 49	4 Oct 1955	43		T.2-152	T.2B-152	<u>WO 130255, GETAFE AFB, MADRID</u>	
Jul 49	1 Sep 19069	44	A-3	T.2-153	T.2B-153	<i>U/S Fate?</i>	
Oct 49	9 Sep 1969	45	A-1	T.2-154	T.2B-154	<i>U/S Fate?</i>	
Nov 49	9 Apr 1961	46	A-1	T.2-155	T.2B-155	<u>WO 080160 LOS ESTANCOS AIRFIELD, FUERTEVENTURA, CANARY ISLAND</u>	
Oct 49	28 Aug 1970	47	A-1/A-3	T.2-156	T.2B-156	<u>WO ACC EL AIOUN, DATE?</u>	
Nov 49	22 Feb 1971	48	C	T.2-157	T.2B-157	<u>WO 091070, ARANJUEZ, MADRID</u>	
Nov 49	6 Jul 1968	49	A-3	T.2-158	T.2B-158	<u>WO AFTER ACCIDENT, DATE?</u>	
Mar 50	20 Feb 1969	50	C	T.2-159	T.2B-159	<i>Fate?</i>	
Mar 50	18 Apr 1951	51		T.2-160	<u>WO 220750, TOBARRA, ALBACETE</u>		
Dec 49	20 Feb 1969	52	A-3	T.2-161	T.2B-161	<i>Fate?</i>	
Mar 50	29 Aug 1954	53		T.2-162	T.2B-162	<u>DEST ACC 290854 PICO LA BRANA, SANTA CRUZ DE LLANERA, ASTURIA</u>	

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Mar 50	14 Jul 1971	54	A-3	T.2-163	T.2B-163	<u>TO PLAYGROUND, CUATRO VIENTOS AB 74, SCR c78</u>
Mar 50	9 Jan 1969	55	C	T.2-164	T.2B-164	<i>Fate?</i> Forsgren incorrectly quotes this to ZS-UYU – confusion be
Apr 50	30 Nov 1974	56	A-1	T.2-165	T.2B-165	D-CIAK
<u>HB-HOY AT MONCHENGLADBACH 291016 FOR NEW ENGINES</u>						
Mar 50	12 Mar 1969	57	C	T.2-166	T.2B-166	<i>Fate?</i> Forsgren quotes preserved in the Netherlands- where? Age
Mar 50		58	A-3	T.2-167	<u>DBR WHEN?, CORNEAS, LUGO, SCR SHORTLY THEREAFTER</u>	
Apr 50	6 Jan 1968	59	A-1	T.2-168	T.2B-168	<i>Fate?</i>
May 50		60		T.2-169	<u>DBR 211051, CELLA, TERUEL</u>	
May 50	11 Feb 1969	61	A-1	T.2-170	T.2B-170	<i>Fate?</i>
Jun 50	12 Aug 1969	62	A-1	T.2-171	T.2B-171	<i>Fate?</i>
Jun 50	25 Jul 1968	63	A-1/A-3	T.2-172	T.2B-172/36-19	<i>Fate?</i>
Jul 50	23 Dec 1974	64	C	T.2-173	T.2B-173	<i>U/S Fate?</i>
Jul 50	17 Nov 1970	65	A-3	T.2-174	T.2B-174/96-1	<i>U/S Fate?</i>
Jul 50	27 Jun 1952	66		T.2-175	T.2B-175	<u>DBR WHEN?</u>
Jul 50	8 Jun 1965	67	C	T.2-176	T.2B-176	N99059/ "1Z+AR"
<u>N352JU/"1Z+AR" PVD VIRGINIA, USA</u>						
Aug 50	26 Jul 1973	68	C	T.2-177	T.2B-177	<i>U/S Fate?</i>
Aug 50	8 Feb 1962	69	A-1	T.2-178	T.2B-178	<i>Fate?</i> Fitted with target towing winch
Aug 50	12 Mar 1969	70	A-1	T.2-179	T.2B-179	<i>Fate?</i>
Oct 50	12 Mar 1969	71	A-1	T.2-180	T.2B-180	<i>Fate?</i>
Oct 50	4 Oct 1978	72	A-1	T.2-181	T.2B-181/721-10	<u>PVD 82 ALCANTARILLA AB, MURCIA</u>
Oct 50	12 Nov 1951	73		T.2-182	<u>DEST 121151 LOS LLANOS, ALBACETE</u> Same date as SOC date!	
Oct 50	3 Mar 1966	74	A-1	T.2-183	T.2B-183	<u>WO 290965, LANZAROTE, CANARY ISLANDS</u>
Dec 50	5 Jan 1955	75	A-1	T.2-184	<u>WO 201054, CIUDAD REAL</u>	
Dec 50	17 Mar 1953	76		T.2-185	<u>WO 270852, GETAFE AFB, MADRID</u>	
Dec 50	2 Mar 1968	77	A-3	T.2-186	T.2B-186	<i>Fate?</i>
Dec 50	20 Feb 1969	78	C	T.2-187	T.2B-187	<i>Fate?</i>
Dec 50	14 Jul 1971	79	A-3/A-1	T.2-188	T.2B-188	<u>GRD COLL T.2B-262 EL AIOUN</u>
Dec 50	9 Oct 1972	80	A-1	T.2-189	T.2B-189	<i>Fate?</i> Fitted with target towing winch
Dec 50	18 Apr 1974	81	C/A-1	T.2-190	T.2B-190	<i>U/S Fate?</i>
Dec 50	8 Oct 1969	82	C	T.2-191	T.2B-191	<u>WO ON GROUND 260669, ALICANTE</u>
Dec 50	23 Sep 1961	83	C	T.2-192	T.2B-192	<i>Fate?</i>
Dec 50	8 Jun 1973	84	C/A-1	T.2-193	T.2B-193	<i>U/S Fate?</i>

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Jan 51	13 Mar 1969	85	A-1	T.2-194	T.2B-194	<u>DBR 150265, FORCED LANDING VILLA CISNEROS</u>	
Mar 51	2 Aug 1968	86	A-1/C/A-1	T.2-195	T.2B-195	<i>Fate?</i>	
Mar 51	12 Mar 1969	87	A-1	T.2-196	T.2B-196	<i>U/S Fate?</i>	
Mar 51	26 Feb 1955	88	A-1	T.2-197	<u>DBR 051154, GANDO AFB, CANARY ISLANDS</u>		
Mar 51	14 Jul 1971	89	A-1	T.2-198	T.2B-198	<u>GRD COLL T.2B-264 270771, GANDO</u>	<i>DATE CONFLICT</i>
Apr 51	30 Apr 1960	90	A-1	T.2-199	T.2B-199	<u>WO DUE CORROSION</u>	
May 51	6 Nov 1957	91	A-1	T.2-200	<u>WO DUE CORROSION?</u>		
May 51	5 Feb 1968	92	A-1	T.2-201	T.2B-201	<i>Fate?</i>	
Apr 51	30 Jun 1974	93	A-1	T.2-202	T.2B-202	<i>U/S Fate?</i>	
Apr 51	5 Jan 1968	94	A-3	T.2-203	T.2B-203	<i>Fate?</i>	
May 51	1 Feb 1961	95	A-3	T.2-204	T.2B-204	<u>WO ON GROUND 190260, MENORCA, BALEARICS</u>	
May 51	28 Aug 1970	96	A-3/A-1	T.2-205	T.2B-205	<i>Fate?</i>	
May 51		97	A-3	T.2-206	T.2B-206	<i>Fate?</i>	
Jun 51	10 Jul 1957	98	A-3	T.2-207	T.2B-207	<i>Fate?</i>	
May 51	21 Jan 1959	99	A-3	T.2-208	T.2B-208	<u>DITCHED IN SEA OFF TETOUAN 030757</u>	
May 51	21 Sep 1972	100	A-3	T.2-209	T.2B-209	D-CIAL	
				<u>PVD AS "D-2527" 1109, SINGSHEIM, GERMANY</u>			
Jun 51	31 Jul 1971	101	A-3/A-1	T.2-210	T.2B-210	<i>Fate?</i>	
Jun 51	6 Feb 1973	102	A-3	T.2-211	T.2B-211/911-16	<u>PVD 1179, CUATRO VIENTOS, MADRID</u>	
Jul 51	28 Nov 1975	103	A-3/A-1	T.2-212	T.2B-212/406-2	<i>Used EC-ZRI as a callsign for flights to other ICAO countries.</i>	
				G-BECL	F-AZJU	<i>Airworthy</i>	
Jul 51	5 Feb 1968	104	A-3/C	T.2-213	T.2B-213	<i>Fate?</i>	
Jul 51	10 Jun 1968	105	A-1	T.2-214	T.2B-214	<i>U/S Fate?</i>	<i>Forsgren quotes SC</i>
Aug 51	13 Sep 1956	106	A-1	T.2-215	T.2B-215	<u>CR 010256, PENALBA DE LA SIERRA, GUADALAJARA</u>	
Sep 51	1 Dec 1958	107	A-1	T.2-216	T2B.216	<u>CR 051058, BUENDIA, CUENCA</u>	<i>Forsgren quotes CI</i>
Sep 51	5 Jan 1958	108	A-1	T.2-217	T2B.217	<i>Fate?</i>	
Oct 51	13 Oct 1952	109	A-1	T.2-218	<u>DEST 060752, HOYO DE MANZANARES, MADRID</u>		
Oct 51	28 Aug 1970	110	A-1	T.2-219	T2B.219	<i>Fate?</i>	
Nov 51	8 Jun 1955	111	A-1	T.2-220	T2B.220	<u>DBR 250854, VALENZUELA</u>	
Dec 51	4 Feb 1956	112	A-1	T.2-221	T2B.221	<u>DBR 071255, CUATRO VIENTOS</u>	
Dec 51	6 Nov 1957	113	A-1	T.2-222	T2B.222	<i>Fate?</i>	
Feb 52	7 Mar 1956	114	A-1	T.2-223	T2B.223	<u>DBR 151155, ALCANTARILLA, MURCIA</u>	
Feb 52	2 Aug 1968	115	A-1/A-3	T.2-224	<u>ACC 270965, EL AIOUN</u>		

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Mar 52	31 Mar 1969	116	A-1	T.2-225	T2B.225	<i>U/S Fate?</i>
Mar 52	17 Oct 1955	117	A-1	T.2-226	T2B.226	<u>DEST 100355, JEREZ</u>
Mar 52		118	A-3	T.2-227	<u>ACC 120153 TETOUAN</u>	
Apr 52	28 Aug 1970	119	A-1	T.2-228	T2B.228	<i>U/S Fate?</i>
Apr 52	1 Dec 1965	120	A-1	T.2-229	T2B.229	<u>GRD COLL T.2B-230 ALCANTARILLA, MURCIA</u>
Apr 52	1 Dec 1965	121	A-1	T.2-230	T2B.230	<u>GRD COLL T.2B-229 ALCANTARILLA, MURCIA</u>
Apr 52	22 Nov 1974	122	A-1	T.2-231	T2B.231	<i>U/S Fate?</i>
May 52	31 Jul 1971	123	A-1	T.2-232	T2B.232	<i>Fate?</i>
May 52	14 Mar 1963	124	A-1	T.2-233	T2B.233	<u>ACC GAADA, EL AIOUN</u>
May 52	12 Jun 1956	125	A-1	T.2-234	T2B.234	<u>ACC 021255, VALENCIA</u>
Jun 52	12 Mar 1969	126	A-1	T.2-235	T2B.235/521-19	<u>DBR 191268, TARALEJOS</u>
Jun 52	4 Oct 1958	127	A-1	T.2-236	T2B.236	<i>Fate?</i>
Jun 52	1 Dec 1972	128	A-1	T.2-237	T2B.237/461-4	<i>U/S Fate?</i>
Aug 52	21 Nov 1966	129	A-1	T.2-238	T2B.238	<i>Fate?</i>
Jul 52	6 Nov 1959	130	A-1/A-3/A-1	T.2-239	T2B.239	<u>ACC 230659, ALCALA DE HENARES</u>
Jul 52	14 Jul 1971	131	A-3	T.2-240	T2B.240	<i>U/S Fate?</i>
Jul 52	21 Oct 1972	132	A-1	T.2-241	T2B.241/461-16	<i>U/S Fate?</i>
Sep 52	12 Feb 1955	133	A-1	T.2-242		<i>Fate?</i>
Sep 52	10 Jun 1959	134	C	T.2-243	T2B.243	<i>U/S Fate?</i>
Dec 52	17 Nov 1970	135	C	T.2-244	T2B.244/901-20	<u>PVD 71 WRIGHT PATTERSON AFB, STD</u>
Jun 53	20 Feb 1969	136	C	T.2-245	T2B.245	<i>Fate?</i>
Jun 53	8 Feb 1974	137	C	T.2-246	T2B.246/35-131	<u>PVD 74-0414 TORREJON AB AS "792-20", LATER "35-131", TO GETAFE AFB</u>
Jun 53	16 Apr 1956	138	C	T.2-247	<u>DEST 011154, SERRANIA DE RONDA, MALAGA</u>	
Jul 53	20 Feb 1969	139	C	T.2-248	T2B.248	<i>Fate?</i>
Jul 53	12 Mar 1970	140	C/A-1	T.2-249	T2B.249	<u>GRD ACC 061269, BIR ENZARAN, SAHARA</u>
Jul 53	12 Jul 1972	141	A-1	T.2-250	T2B.250	<i>Fate?</i> <i>Fitted with target towing winch</i>
Jul 53	5 Dec 1957	142	A-1	T.2B-251	<u>DEST 080557, SIDI IFNI</u>	
Aug 53	2 Dec 1960	143	A-1	T.2B-252/93-1	<u>DEST ON GROUND MANISES 200660</u>	
Nov 53	31 Jul 1959	144	A-1	T.2B-253		<i>Fate?</i>
Aug 54	2 Dec 1972	145	A-1	T.2B-254/721-14	<u>PVD 0573 CUATRO VIENTOS, MADRID</u>	
Aug 54	2 Dec 1972	146	A-1	T.2B-255	G-BFHD/"N8+AA" PVD 87 CHANTILLY, USA, STD	
Aug 54	31 Aug 1971	147	A-1/A-3	T.2B-256		<i>U/S Fate?</i>
Aug 54	30 Nov 1974	148	A-1	T.2B-257	D-CIAL <u>PVD SINSHEIM 0888 AS "D-AQUI"</u>	

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Aug 54	16 Jun 1963	149	A-1	T.2B-258	<u>WO 270162, EDCHEIRIA, SAHARA</u>	
Aug 54	7 Feb 1963	150	A-1	T.2B-259	<i>Fate?</i>	<i>Used by INTA from 03/1961 for corrosion testing</i>
Jul 54	24 Feb 1973	151	A-1/A-3	T.2B-260	<u>WO 160872, CUATRO VIENTOS AFB, MADRID</u>	
Aug 54	10 Jun 1969	152	A-1	T.2B-261	<i>U/S Fate?</i>	
Aug 54	1 Jun 1973	153	A-1	T.2B-262/721-5	<u>G-BFHG/"D-TABX" PVD 94 POLK CITY, USA IN STORE</u>	EAM INCORRECT
Aug 54	10 Jun 1969	154	A-1	T.2B-263	<i>U/S Fate?</i>	<i>Fitted with camera for vertical photography</i>
Aug 54	28 Aug 1970	155	A-1	T.2B-264	<i>Fate?</i>	
Dec 54	2 Dec 1972	156	A-1	T.2B-265	<i>U/S Fate?</i>	
Oct 54	30 Aug 1966	157	A-1	T.2B-266	<u>DBR 180566, TICHLA, SAHARA</u>	
Dec 54	23 Jan 1970	158	A-1	T.2B-267	<i>Fate?</i>	
Dec 54	20 Dec 1955	159	A-1	T.2B-268	<u>LOST OVER SEA 270655 NEAR CABO JUBY</u>	Forsgren incorrect
Dec 54	12 Feb 1971	160	A-1	T.2B-269/77-3	<u>WO 040774</u>	DATE AS QUOTE
Dec 54	4 Oct 1955	161	A-1	T.2B-270/1-29	<u>WO 200555, LERIDA</u>	
Dec 54	17 Oct 1957	162	A-1	T.2B-271	<u>CR 290557, ARAS DE ALPUENTE, VALENCIA</u>	
Dec 54	2 Dec 1972	163	A-1	T.2B-272/76-8	<u>PVD 0578 COSFORD, UK AS "G-AFAP"</u>	
Dec 54	21 Oct 1972	164	A-1	T.2B-273	G-BFHE ZS-UYU/"ZS-AFA"	
Dec 54	2 Dec 1972	165	A-1	T.2B-274	<i>U/S Fate?</i>	
Dec 54	1 Jun 1973	166	A-1	T.2B-275	<u>G-BFHF/"N7+AA" PVD , MARL, BOCHUM, DEGGENDORF, GERMANY AS "D-ADAM"</u>	
					<u>PVD 240307 LELYSTAD AS "IZ+IK"</u>	
Feb 55	13 Oct 1970	167	A-1	T.2B-276	<i>U/S Fate?</i>	
Feb 55	17 Nov 1961	168	A-1	T.2B-277	<i>Fate?</i>	
Feb 55	11 Oct 1958	169	A-1	T.2B-278	<u>CR 140755, ARMILLA, GRANADA</u>	
May 55	12 Aug 1959	170	A-1	T.2B-279	<u>CR 180659, ALCANTARILLA, MURCIA</u>	

MODEL NUMBERS

A-1	CARGO
A-3	PASSENGER (10-12 SEATS)
C	NAVIGATION CLASSROOM

Junkers kits

Junkers supplied 7 kits in 1943/1944 to enable CASA production to commence.

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6 were used to build c/n 1 to 6 and the 7th kit used to calibrate jigs.
At the end of production this 7th kit was used to build c/n 170.

This was confirmed by the CASA General Manager at an Annual Company Meeting.

Use of Junkers built JU-52 components

The CASA General Manager also stated that they asked the Spanish AF to be able to use “elements” (engines etc.) from a number of Junkers Ju-52's originally supplied by Junkers and used in the Spanish Civil War, the remains of which were stored in the Leon Maestranza workshops.

CASA plates bearing serial numbers 23 and 24 have been found on T.2B-211 and T.2B-212 respectively.

The plate below is from T.2B-211 and should be compared to the CASA plate in the next section. Note particularly that the “Avion” is shown as a Ju 52/3m on this plate and not C-352.

It is not known when this plate was fitted to T.2B-211, it may have been during major maintenance.



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Credit to Paco Rivas for the photo and Luis Gonzalez Pavon for the information regarding the re-use of Junkers JU-52 components.

Further research is being done with Luis Gonzalez Pavon to provide more information in support.

Any further information from Air-Britain members is also welcome.



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The CASA nameplate on the CASA352 can be found on the lower part of the forward fuselage below the cockpit windows.

This is on c/n 148 in the Speyer Museum.

The top plate with Elemento 1 is for the fuselage assembly (cockpit, forward fuselage, wing centre box, fuselage and rear fuselage), the lower being for the complete aircraft.

Please note that the wrong date has been punched on the lower plate.

It is not always certain that the serial number will tie up between plates, in which case the lower plate with the C352 stamp in the Elemento box is the one to record.

Photo credit: Gerhard Mayer.

Abbreviations

ACC Accident
CR Crashed
DBR Damaged beyond repair
DEST Destroyed
PVD Preserved
SOC Struck off Charge
TOC Taken on Charge

Notes

Write off dates are often quoted which are actually the SOC dates, the actual date of the loss often being some time previously, especially towards the end of its service life.

Accident dates did not necessarily result in the aircraft being scrapped. Some may have been repaired, but quoted dates are the last known record.

Where no fates are quoted, it is believed that the aircraft were scrapped.

The Spanish AF used ICAO identities in the EC-Zxx sequence as callsigns for foreign flights within the ICAO area.

These were purely radio callsigns and not painted on the aircraft, except for any flights to non-ICAO countries, where the Air Force serials were removed and the EC-Zxx identity applied.

Credits

Sheet1

Books

El Junkers JU52/3m - CASA 352 by Luis Gonzalez Pavon. 2015
The Junkers Ju 52 story – Jan Forsgren 2016
Junkers JU 52 – Success beyond the Luftwaffe, EAM Books 2018

Contributors

Paco Rivas, for use of his records and patient correction of my Spanish location names, also his extracts from the Pavon book.
David Garbett for a number of additions, corrections and extracts from the Pavon book.
Gerhard Mayer for all his contributions and being far too modest regarding being credited!

Updates

Please send all updates to me at les_hitchings@hotmail.com

Caveats

During the course of compilation of this list, a number of correspondents stated that they have never seen so many errors on the internet as apply to the CASA 352.
This is my best attempt at an accurate record, made better by the unstinting support from all my correspondents.
There is still work to do to record the history of the CASA 352!

Les Hitchings
February 2020

Sheet1

DS

3

Sheet1

etween T.2B-164 and c/n 164



in confusion between T.2B-166 and c/n 166 which is preserved at Lelystad.



BOTH EAM & FORSGREN

OC date as 10 Jun 1969

R date as 5 Oct 1956

0414

LY QUOTES THE POLK CITY EXAMPLE AS T.2B-264

ly quotes crash location as Tan Tan, Sahara desert and not at sea. Tan Tan is about 30km inland.

D BY SCRAMBLE, BUT CONFLICTS WITH SOC DATE

The site is Suquets Airfield (Lérida)