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## Soviet Airplane Types

1. YAK 16

Yakovlev design; a training plane; all metal construction; crew of three; capable of transporting ten passengers; trapezoidal wingspan about 17 m; two-bladed propellers; retractable wheels; maximum speed 320 km per hour; cruising speed 270 km per hour.

2. YAK 18

Yakovlev design; also a training plane; wingspan 10.7 m; wing surface 17 square meters; two cockpits one behind the other, the front one having the widest field of vision; independent controls and flying instruments in each seat; a radial engine M/11/RF (sic) with a maximum power of 160 HP; pneumatic starter; double-bladed metal propeller 2.30 m in diameter(sic); landing gear partially retractable; design of YAK 18 derived directly from that of a fighter of the same design; width of plane 8.1 m; flight load 1070 kilos; wing loading 63 kilograms per square meter; maximum speed 256 km per hour; cruising speed 213 km per hour; range 900 km; landing speed 84 km per hour.

3. MIG fighter

Designed by Mikhail Gurevich; two jet engines, coaxial, located in the rear part of the fuselage; two independent air intakes located in the nose; good forward visibility in the cockpit; trapezoidal lifting surface with a lateral ratio of 1:6.5; retractable landing gear; two heavy machine guns and one cannon of large caliber placed between the two air intakes; wingspan 12.8 m; length 11.6 m; wing loading 25 kilograms per square meter; maximum combat speed 960 km per hour.

4. YAK fighter

Design based on the YAK 3 and the YAK 9, which were used in the past war; jet propelled; air intake in the nose; length of fuselage nine meters;

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spread ten meters; landing gear partially retractable (into the wings); poor landing visibility; armament in the nose - two heavy machine guns and one automatic cannon; this model evidently designed for civilian and military use.

5. Fighter (no name)

Designed by Artëm I. Mikoyan; one jet engine; the most recently constructed type in the USSR; the part in front of the cockpit has an oval cross-section; engine is in the middle section a little in front of the wing attachment; jet engine probably of the centrifugal compressor type in view of fact that dimensions of the nose are relatively large; engine probably derived from English prototype; air intake in lower part of nose; cockpit extremely far forward; should have good visibility; rear section of fuselage extremely light; its cross section also oval; rudder is triangular in shape; elevators are placed high; wing surface greatly reduced, with the addition of landing surface to be used at low speed (sic); the most recent and fastest type; no more details known.

6. DFS 346

High speed experimental plane; designed and built by the Germans in Germany between 1944 and 1945, but never used by them; engine, when constructed in the USSR, was designed in two ways, a) with two air intakes in the flanks of the fuselage, b) with one air intake in the nose; engine placed in the body of the plane behind the cockpit; cockpit in line with the wing attachment; cockpit covered with plastic canopy, very low, and probably equipped with a compressor; this type being used in efforts to achieve supersonic speeds; no other details available.

7. Tupolev

A light bomber; two jet engines located in the central body below the wing surface; axial engines derived from the Jumo 004/4 (Junkers); dimensions of body such as to indicate possibility of addition of supplementary jets; bombardier's position in nose of fuselage; defense posts towards the rear; crew of four or five; wings form a pronounced V; instruments of a conventional type.

8. Ilyushin

Heavy bomber; four axial jet engines placed below the wing surface; engines placed at a good distance from the central body, with the advantage of stability, but sacrificing equilibrium if one of the engines ceases to function; cockpit in nose of plane, supplied with compressed air; side landing gear retractable into the wings; central landing gear is placed sideways in the central body; this model in general a perfect copy of one of the most recent American types, which one is not known.

9. Fighter (No name)

Derived from the F-84 (Thunderjet) of the US Air Force; speed reported to be 1050 km; one report indicates single axial engine based on F-84 engine; second report indicates use of Nene turbo-jet system.



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COMMENTS

This material would be of great value except for the fact that it has been reported from other sources.

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