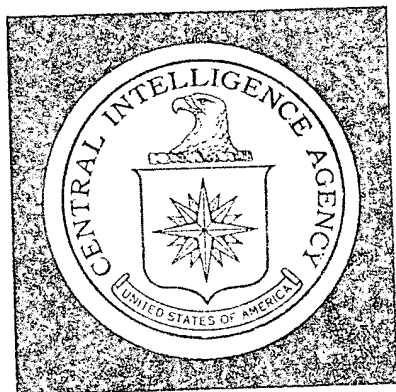


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CIA HISTORICAL REVIEW PROGRAM
RELEASE IN FULL 1998



DIRECTORATE OF
INTELLIGENCE

Intelligence Handbook

Communist Military Aircraft

~~Secret~~

SR IH 68-4
July 1968

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GROUP 1
Excluded from automatic
downgrading and
declassification

CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
July 1968

INTELLIGENCE HANDBOOK

Communist Military Aircraft

This handbook describes aircraft manufactured and used by Communist countries for military purposes. Except for one Czech model, the L-29 Maya, all are produced or were originally produced in the USSR. They are listed by the Soviet designer series designation (e.g. MIG-15) followed by the Western name (Fagot).

Certain Soviet models are now in production in other Communist countries, as noted. All known user countries are also listed with the models they have been supplied.

Remarks under each operational aircraft or variant include the year it entered service. The performance and armament data given indicate maximum capabilities. Actual performance and equipment can vary widely depending on such factors as the type of mission flown, load, and the variant of the aircraft. The following specialized terms are used.

Radius: Maximum distance to an objective allowing for return flight to the same base without refueling. This figure is reduced on missions in which tactical or other considerations require flight under less than ideal conditions.

Range: Maximum distance on a one-way flight. Given only for transports with normal payloads.

This handbook was produced solely by CIA. It was prepared by the Office of Strategic Research and coordinated with the Office of Economic Research and the Office of Scientific Intelligence.

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Speed: Maximum speed under optimum conditions.

Combat ceiling: The greatest altitude at which the aircraft can continue to climb at the rate of 500 feet per minute, i.e. can maneuver effectively.

Cargo capacity: Maximum load which the aircraft can transport. Capacity may be limited by the floor strength of the cargo compartment.

Airborne intercept (AI) radar range is expressed in nautical miles by two figures (e.g. 22/16 nm) representing search range and target tracking range.

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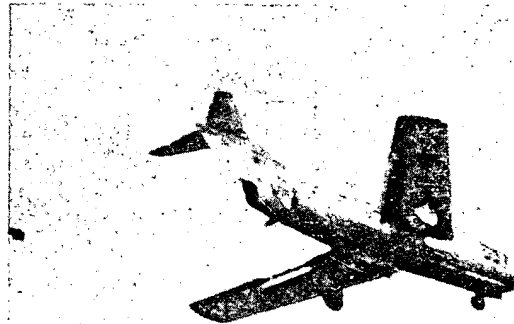
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Communist Military Aircraft

FIGHTER AIRCRAFT

MIG-15 Fagot

Engines	1, jet
Span	33 ft
Length	33 ft
Radius	575 nm
Speed	530 kts
Combat ceiling	51,100 ft
AI radar Effective	none
attack range	0.5 nm
Crew	1
Armament	1,100 lbs
(guns, bombs, rockets)	



Remarks

Used by Afghanistan, Albania, Algeria, Bulgaria, Cambodia, Communist China, Cuba, Czechoslovakia, East Germany, Finland, Guinea, Hungary, Indonesia, Iraq, Mali, Morocco, Nigeria, North Korea, North Vietnam, Poland, Rumania, Somalia, Syria, Uganda, UAR, USSR, and Yemen.

Variants

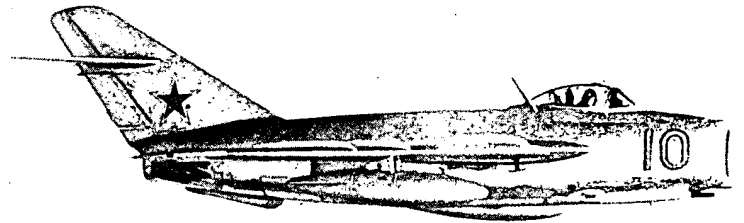
MIG-15 Fagot	1948. Soviet multiservice day fighter of the 1950's.
MIG-15bis	1950. Improved engine and electronic equipment.
MIG-15R	1951. Camera package installed for reconnaissance.
UMIG-15 Midget	1951. Trainer version. Crew: 2.
LIM-1	1954. MIG-15 produced in Poland.
LIM-2	1954. MIG-15bis produced in Poland.

Communist Military Aircraft

FIGHTER AIRCRAFT

MIG-17 Fresco

Engines 1, jet
Span 31 ft
Length 38 ft
Radius 540 nm
Speed 560 kts
Combat ceiling 54,500 ft
AI radar range 6/3 nm
Effective attack range 2-3 nm
Crew 1
Armament 1,100 lbs
(guns, bombs, rockets,
radar beam-riding or
infrared homing missiles)



Remarks

Used by Afghanistan, Albania, Algeria, Bulgaria, Cambodia, Communist China, Cuba, Czechoslovakia, East Germany, Guinea, Hungary, Indonesia, Iraq, Mali, Morocco, Nigeria, North Korea, North Vietnam, Poland, Rumania, Somalia, Syria, Uganda, UAR, USSR, and Yemen.

Variants

MIG-17	Fresco A	1953. Soviet air defense and tactical air forces day fighter.
MIG-17S	Fresco B	1953. Similar to Fresco A with dive brakes moved forward.
MIG-17F	Fresco C	1954. Equipped with afterburner.
MIG-17PF	Fresco D	1955. Radar-equipped all-weather version with afterburner.
MIG-17P	Fresco E	1954. Radar-equipped all-weather version without afterburner.
LIM-5		1957. Produced in Poland.

Communist Military Aircraft

FIGHTER AIRCRAFT

MIG-19 Farmer

Engines 2, after-
burning jet
Span 29 ft
Length 34 ft
Radius 530 nm
Speed 760 kts
Combat
ceiling 48,500 ft
AI radar range 6/3 nm
Effective
attack range 2-3 nm
Crew 1
Armament 1,100 lbs
(guns, bombs, rockets,
4 radar beam-riding missiles)



Remarks

Used by Albania, Algeria, Bulgaria, Communist China, Cuba, Czechoslovakia, East Germany, Hungary, Indonesia, Iraq, Morocco, Nigeria, North Korea, North Vietnam, Pakistan, Poland, Rumania, Somalia, Syria, UAR, USSR, and Yugoslavia.

Variants

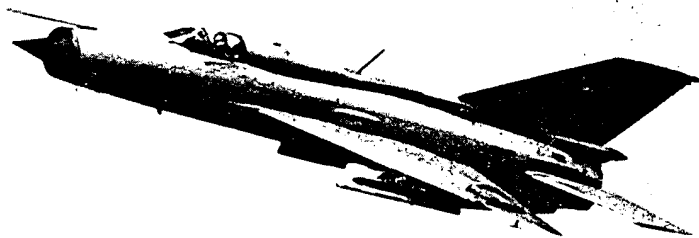
MIG-19	Farmer A	1955. First Soviet operational supersonic fighter. In service with Soviet air defense and tactical air forces.
MIG-19D	Farmer B	1957. All-weather interceptor version.
MIG-19F	Farmer C	1957. Day fighter.
MIG-19C	Farmer D	1957. Day fighter with improved aerodynamics.
MIG-19PM	Farmer E	1959. All-weather version. No afterburner.

Communist Military Aircraft

FIGHTER AIRCRAFT

MIG-21 Fishbed

Engines 1, after-burning jet
Span 23 ft
Length 40 ft
Radius 480 nm
Speed 1,260 kts
Combat ceiling 62,600 ft
AI radar range 11/8 nm
Effective attack range 5-6 nm
Crew 1
Armament 3,300 lbs
(guns, bombs, rockets, two infrared homing or radar beam-riding missiles)



Remarks

Used by Afghanistan, Algeria, Bulgaria, Communist China, Cuba, Czechoslovakia, East Germany, Finland, Hungary, India, Indonesia, Iraq, North Korea, North Vietnam, Poland, Rumania, Syria, UAR, and Yugoslavia.

Variants

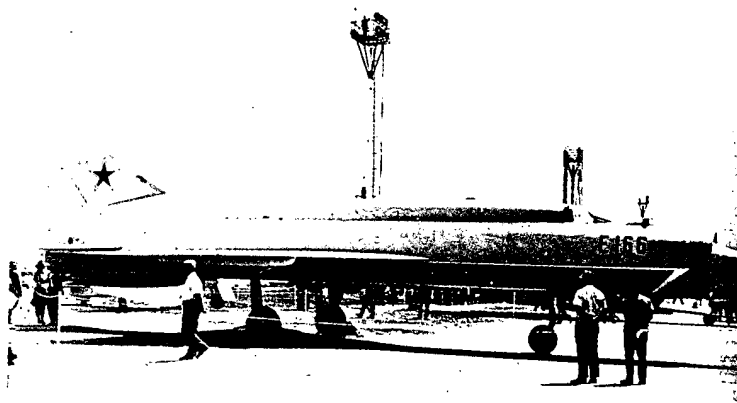
MIG-21F	Fishbed C	1960. Soviet tactical air force day fighter.
MIG-21PF	Fishbed D	1962. All-weather interceptor version.
MIG-21F	Fishbed E	1961. Improved version of Fishbed C.
MIG-21SPS	Fishbed F	1965. Improved all-weather version.
MIG-21	Fishbed H	1967. Modified for reconnaissance.
MIG-21FL		Soviet export models.
UMIG-21	Mongo1	1963. Trainer version. Crew: 2.

Communist Military Aircraft

FIGHTER AIRCRAFT

MIG E-166

Engines	1, after- burning jet
Span	32 ft
Length	57 ft
Radius	200-500 nm
Speed	1,700 kts
Combat ceiling	65,000 ft
AI radar	none
Crew	1

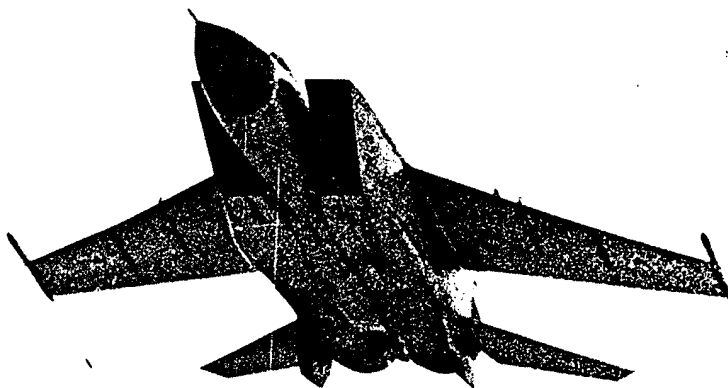


Remarks

Soviet experimental testbed built in 1959 by the Mikoyan design bureau. Set world records for speed and altitude in 1961.

Engines	2, after- burning jet
Span	44 ft
Length	65 ft
Radius	660 nm
Speed	1,700 kts
Combat ceiling	75,000 ft
AI radar range	40/30 nm
Effective attack range	15-25 nm
Crew	1
Armament	13,200 lbs (bombs, 4 air-to-air missiles)

MIG- Foxbat



Remarks

Not in operational service. The Soviets have claimed that this Mikoyan-designed aircraft is the E-266 which holds world records for speed and altitude, and that it will be used as an interceptor, ground attack, and reconnaissance aircraft when it becomes operational.

Communist Military Aircraft

FIGHTER AIRCRAFT

MIG- Faithless

Engines 1, after-burning jet
Span 27 ft
Length 55 ft
Radius 255 nm
Speed 1,400 kts
Combat ceiling 60,000 ft
AI radar range 22/16 nm
Effective attack range 10-12 nm
Crew 1
Armament (air-to-air missiles or rockets or bombs)

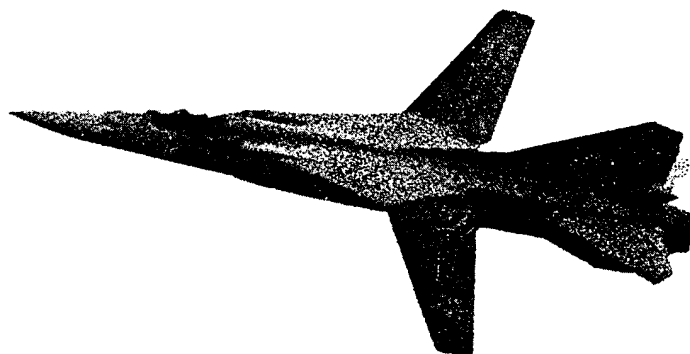


Remarks

Mikoyan-designed short take-off and landing prototype aircraft first seen in the 1967 Moscow air show. Not in operational service.

MIG- Flogger

Engines 1, after-burning jet
Span 40/22 ft
Length 53 ft
Radius 350 nm
Speed 1,400 kts
Combat ceiling 60,000 ft
AI radar range 22/16 nm
Effective attack range 10-12 nm
Crew 1
Armament 4,400 lbs (guns, bombs, rockets, air-to-air missiles)



Remarks

Mikoyan-designed swing-wing prototype aircraft, not in operational service. The Soviets described the Flogger as an interceptor and a ground attack aircraft when it was displayed at the 1967 Moscow air show.

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Communist Military Aircraft

FIGHTER AIRCRAFT

SU-7 Fitter

Engines 1, after-burning jet
Span 31 ft
Length 50 ft
Radius 580 nm
Speed 1,205 kts
Combat ceiling 53,500 ft
AI radar range -/4 nm
Effective attack range 5-6 nm
Crew 1
Armament 4,400 lbs
(guns, bombs, rockets,
2 infrared homing missiles)



Remarks

Used by Czechoslovakia, India, Iraq, Poland, Syria, UAR, and USSR.

Variants

SU-7	Fitter	1959. Soviet air defense forces clear air interceptor.
SU-7B	Fitter	1960. Fighter-bomber and clear air interceptor of the Soviet tactical air forces.
SU-7BM	Fitter	1962. Improved version of the SU-7B.
SU-7BMK	Fitter	1965. Structural modifications.
	Fitter B	Experimental swing-wing variant shown in 1967 Moscow air show.
SU-7U	Moujik	1961. Trainer version. Crew: 2.

Communist Military Aircraft

FIGHTER AIRCRAFT

SU-9 Fishpot

Engines 1, after-
burning jet
Span 29 ft
Length 52 ft
Radius 540 nm
Speed 1,205 kts
Combat ceiling 60,000 ft
AI radar range 22/16 nm
Effective attack range 10-12 nm
Crew 1
Armament

Four radar beam-riding and semiactive radar homing or infrared homing missiles.

Variants

SU-9 Fishpot B 1959. Soviet air defense forces all-weather interceptor.
SU-9 Fishpot C 1964. Improved electronics and armament.
SU-9U 1960. Trainer version. Crew: 2.



SU- Flagon

Engines 2, after-
burning jet
Span 28 ft
Length 60 ft
Radius 400 nm
Speed 1,440 kts
Combat ceiling 65,000 ft
AI radar range 22/16 nm
Effective attack range 10-12 nm
Crew 1
Armament 2,200 lbs
(guns, bombs, 2-4 infra-
red homing or semiactive radar homing missiles)

Variants

Flagon A 1967. Soviet air defense forces all-weather interceptor capable of head-on attack.
Flagon B Prototype short take-off and landing version, possibly to be developed as a tactical fighter.



Communist Military Aircraft

FIGHTER AIRCRAFT

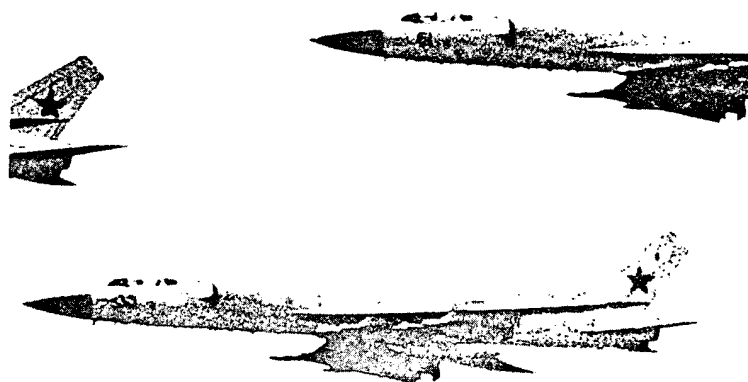
TU-28 Fiddler

Engines 2, after-burning jet
Span 59 ft
Length 92 ft
Radius 760 nm
Speed 1,100 kts
Combat ceiling 52,700 ft
AI radar range 32/24 nm
Effective attack range 10-16 nm
Crew 2
Armament

Four semiactive radar homing missiles.

Remarks

1966. Soviet air defense forces' extended range all-weather interceptor with 360-degree attack capability.

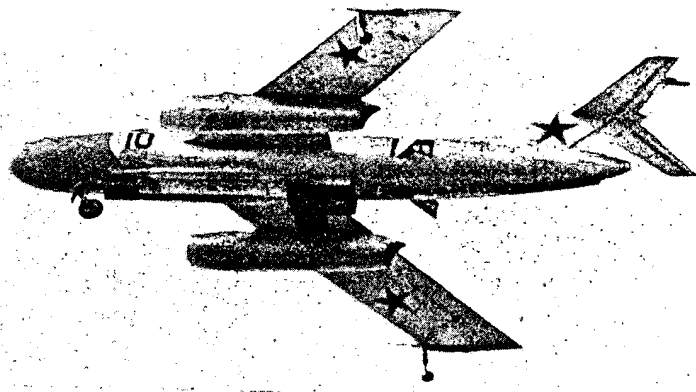


Engines 2, jet
Span 36 ft
Length 48 ft
Radius 575 nm
Speed 530 kts
Combat ceiling 49,400 ft
AI radar range 12/8 nm
Effective attack range 0.5 nm
Crew 2
Armament
Guns, rockets.

Remarks

1955. Soviet air defense forces' subsonic all-weather interceptor.

YAK-25 Flashlight



Communist Military Aircraft

FIGHTER AIRCRAFT

YAK-28 Firebar

Engines 2, after-burning jet
Span 38 ft
Length 55 ft
Radius 500 nm
Speed 1,100 kts
Combat ceiling 52,000 ft
AI radar range 22/16 nm
Effective attack range 10-12 nm
Crew 2
Armament
Two infrared homing or radar beam-riding missiles.

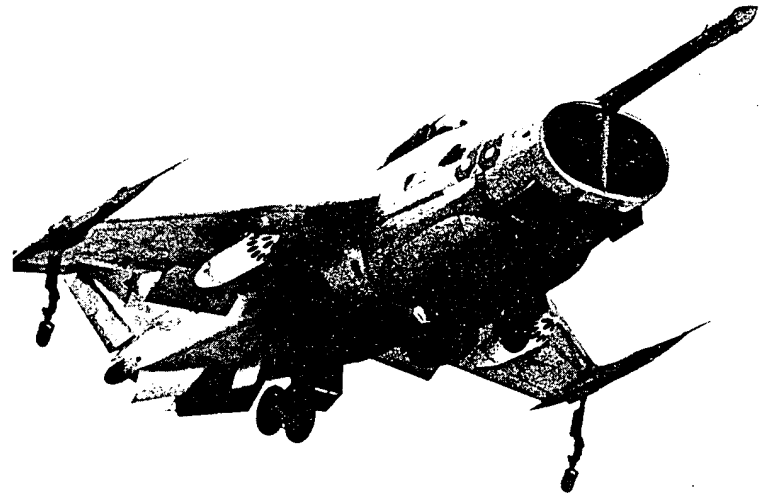


Variants

YAK-28P Firebar 1964. Soviet air defense forces' all-weather interceptor.
YAK-28U Maestro 1964. Trainer and reconnaissance versions.

YAK-V Freehand

Engines 2, jet
Span 26 ft
Length 44 ft
Radius 200 nm
Speed 550 kts
Combat ceiling 50,000 ft
AI radar none
Crew 1



Remarks

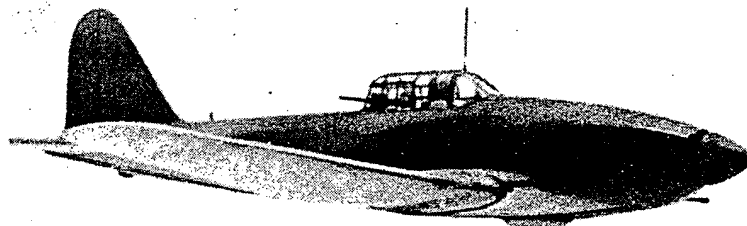
Not in operational service. Experimental vertical take-off and landing aircraft seen at the 1967 Moscow air show.

Communist Military Aircraft

BOMBER AIRCRAFT

IL-10 Beast

Engines	1, piston
Span	44 ft
Length	37 ft
Radius	165 nm
Speed	265 kts
Cruise speed	160 kts
Combat ceiling	21,000 ft
Crew	2
Bomb capacity Normal	1,300 lbs
bomb load	900 lbs

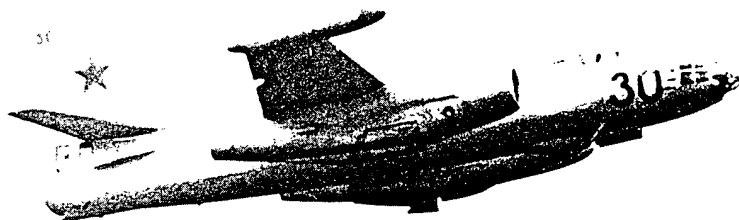


Remarks

1944. Improved version of World War II Stormovik. Used by Communist China, North Korea, and Yemen.

IL-28 Beagle

Engines	2, jet
Span	71 ft
Length	58 ft
Radius	570 nm
Speed	490 kts
Cruise speed	400 kts
Combat ceiling	41,900 ft
Crew	3
Bomb capacity Normal	6,600 lbs
bomb load	2,200 lbs



Remarks

Used by Afghanistan, Albania, Algeria, Bulgaria, Communist China, Czechoslovakia, Finland, Hungary, Indonesia, Iraq, Nigeria, North Korea, North Vietnam, Pakistan, Poland, Rumania, Syria, UAR, USSR, and Yemen.

Variants

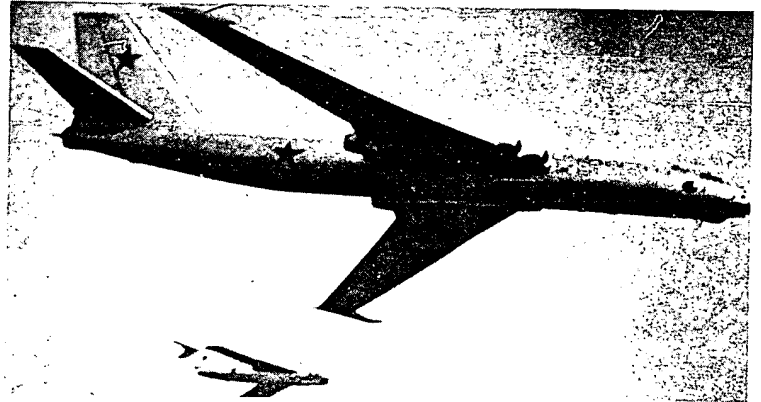
IL-28 Beagle	1950. Soviet tactical and naval air forces' light bomber.
IL-28R	1952. Reconnaissance version.
IL-28U Mascot	1951. Trainer version with extra cockpit. Crew: 3-4.

Communist Military Aircraft

BOMBER AIRCRAFT

MYA-4 Bison

Engines	4, jet
Span	163 ft
Length	156 ft
Radius	2,800 nm
Speed	545 kts
Cruise speed	445 kts
Combat ceiling	47,100 ft
Crew	8
Bomb capacity	30,800 lbs
Normal bomb load	10,000 lbs

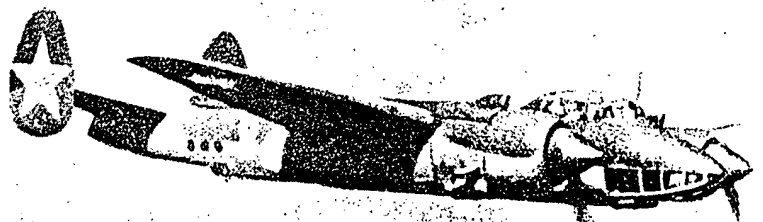


Variants

Bison A	1955. Soviet long range air force strategic heavy bomber and aerial tanker.
Bison B	1957. Increased fuel load, improved engines and radar.
Bison C	1960. Slight structural modifications.

TU-2 Bat

Engines	2, piston
Span	62 ft
Length	46 ft
Radius	440 nm
Speed	280 kts
Cruise speed	180 kts
Combat ceiling	23,000 ft
Crew	3
Bomb capacity	7,000 lbs
Normal bomb load	3,300 lbs



Remarks

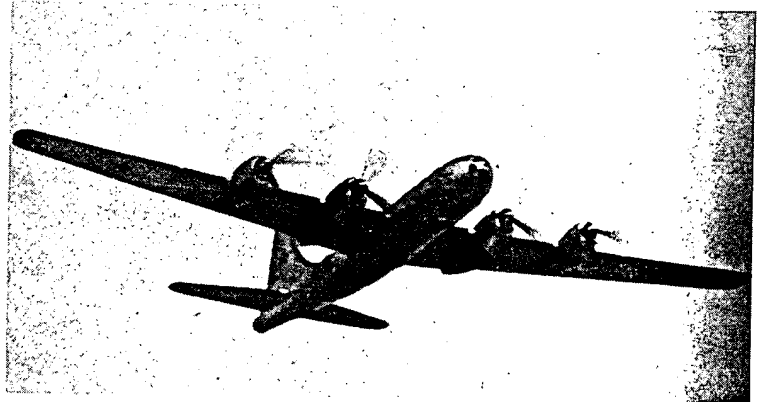
1944. Soviet World War II bomber now used by Communist China, Indonesia, and North Korea.

Communist Military Aircraft

BOMBER AIRCRAFT

TU-4 Bull

Engines	4, piston
Span	141 ft
Length	99 ft
Radius	1,800 nm
Speed	350 kts
Cruise speed	175 kts
Combat ceiling	39,700 ft
Crew	11
Bomb capacity	20,000 lbs
Normal bomb load	10,000 lbs



Remarks

1948. Main Soviet strategic bomber of early 1950's, a direct copy of US B-29. Used by Communist China and Somalia.

TU-16 Badger

Engines	2, jet
Span	108 ft
Length	116 ft
Radius	1,650 nm
Speed	540 kts
Cruise speed	445 kts
Combat ceiling	44,800 ft
Crew	5-6
Bomb capacity	20,000 lbs
Normal bomb load	6,600 lbs



Remarks

Used by Communist China, Indonesia, Iraq, UAR, and USSR.

Variants

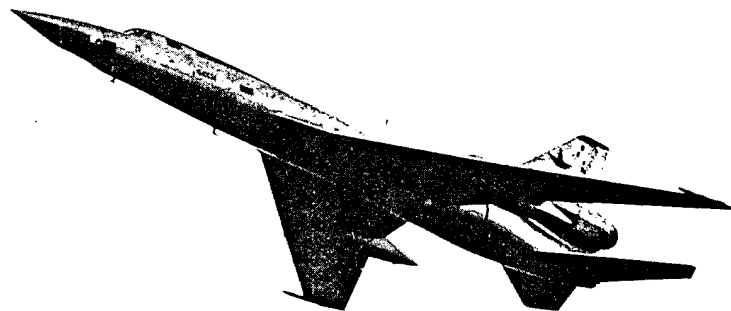
- Badger A 1956. Strategic medium bomber and tanker in service with Soviet long range, naval, and air defense air forces.
- Badger B 1957. Converted to carry two AS-1 Kennel or AS-5 air-to-surface missiles.
- Badger C 1960. Converted to carry one AS-2 Kipper air-to-surface missile.
- Badger D 1964. Electronic reconnaissance aircraft.
- Badger E 1963. Photographic reconnaissance aircraft.
- Badger F 1963. Electronic and photographic reconnaissance aircraft.

Communist Military Aircraft

BOMBER AIRCRAFT

TU-22 Blinder

Engines 2, after-burning jet
Span 78 ft
Length 125 ft
Radius 1,800 nm
Speed 975 kts
Cruise speed 515 kts
Combat ceiling 53,100 ft
Crew 3
Bomb capacity 20,000 lbs
Normal bomb load 6,600 lbs

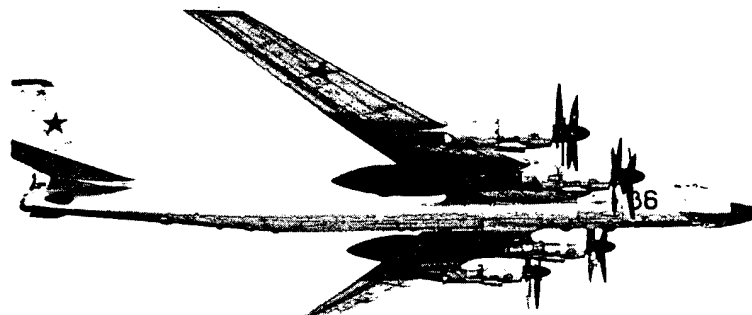


Variants

- Blinder A 1962. Supersonic medium bomber of the Soviet long range and naval air forces.
Blinder B 1967. Modified to carry one AS-4 Kitchen air-to-surface missile.
Blinder C 1966. Electronic reconnaissance aircraft.

TU-95 Bear

Engines 4, turboprop with counter-rotating propellers
Span 165 ft
Length 147 ft
Radius 4,500 nm
Speed 500 kts
Cruise speed 435 kts
Combat ceiling 41,100 ft
Crew 8
Bomb capacity 30,000 lbs
Normal bomb load 10,000 lbs



Variants

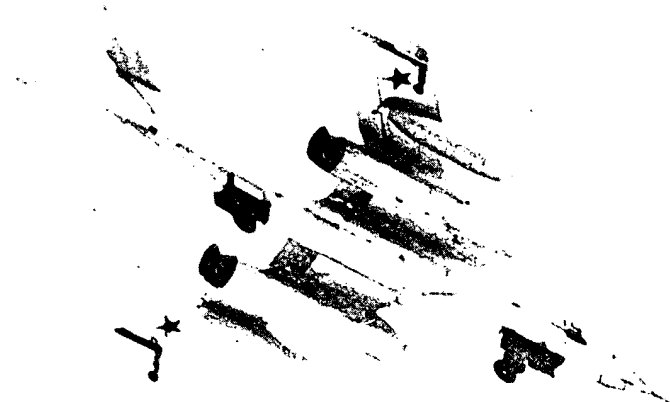
- Bear A 1956. Strategic heavy bomber and tanker of the Soviet long range air forces.
Bear B 1960. Modified to carry one AS-3 Kangaroo air-to-surface missile.
Bear C 1962. Modified to carry one AS-3 missile.
Bear D 1965. Electronic reconnaissance aircraft of the Soviet naval air forces.
Bear E 1965. Photographic reconnaissance aircraft.

Communist Military Aircraft

BOMBER AIRCRAFT

YAK-28 Brewer

Engines	2, after-burning jet
Span	38 ft
Length	53 ft
Radius	490 nm
Speed	1,090 kts
Cruise speed	500 kts
Combat ceiling	55,800 ft
Crew	2
Bomb capacity	6,600 lbs
Normal bomb load	3,300-3,600 lbs



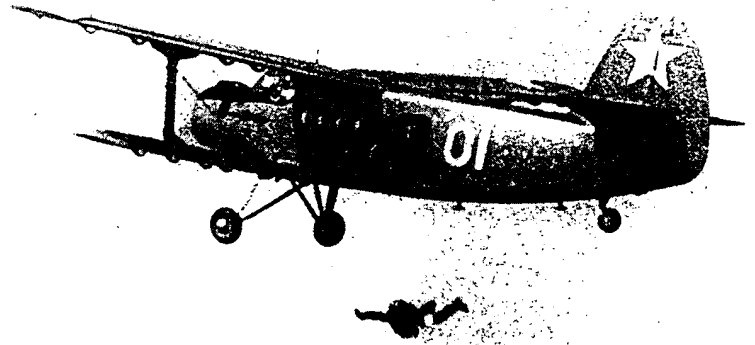
Variants

Brewer A	1962. Soviet tactical air force all-weather, supersonic strike aircraft capable of bombing from low and high altitudes.
Brewer B	1962. Improved performance.
Brewer C	1964. Improved range.
Maestro	Trainer variant.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

AN-2 Colt

Engines	1, piston
Span	59 ft
Length	42 ft
Range with 2,250-lb load	630 nm
Cruise speed	105 kts
Crew	2
Troop capacity	13
Cargo capacity	3,300 lbs

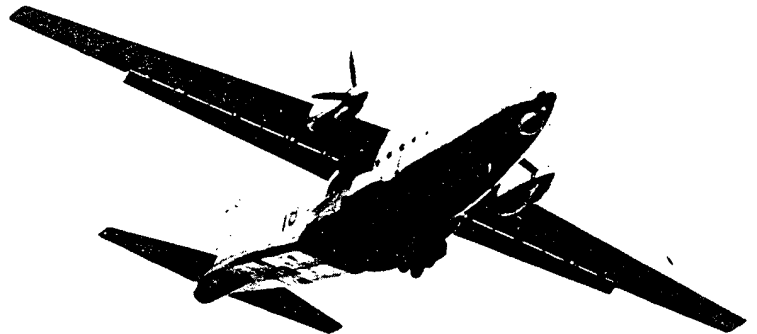


Remarks

All-metal multipurpose biplane capable of short-field operations. Used by Afghanistan, Argentina, Bulgaria, Cambodia, Communist China, Cuba, Czechoslovakia, East Germany, Guinea, Hungary, India, Indonesia, Iran, Iraq, Laos, Mali, Mongolia, Nepal, North Korea, North Vietnam, Poland, Rumania, Somalia, Tanzania, UAR, USSR, Yemen, and Yugoslavia.

AN-8 Camp

Engines	2, turboprop
Span	125 ft
Length	103 ft
Range with 16,000-lb load	2,650 nm
Cruise speed	280 kts
Crew	5
Troop capacity	75
Cargo capacity	27,750 lbs



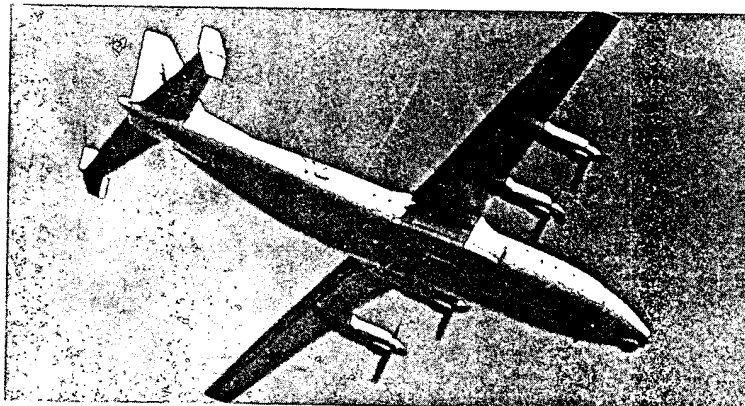
Remarks

1959. Rear-loading assault transport capable of unimproved field operations. Used by Soviet tactical air forces and military transport aviation.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

AN-10 Cat

Engines 4, turboprop
Span 124 ft
Length 111 ft
Range with
20,600-lb
load 1,450 nm
Cruise speed 330 kts
Crew 5-6
Troop capacity 75
Cargo
capacity 32,000 lbs

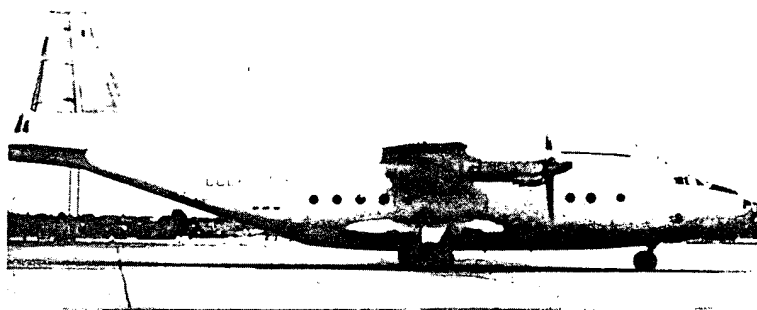


Remarks
Used by UAR and USSR.

Variants
AN-10 Cat 1959. Civil and military passenger transport capable of operating from unimproved fields.
AN-10A Cat A 1959. Increased passenger capacity.

AN-12 Cub

Engines 4, turboprop
Span 125 ft
Length 109 ft
Range with
21,000-lb
load 2,000 nm
Cruise speed 335 kts
Crew 5-6
Troop capacity 90
Cargo
capacity 35,000 lbs



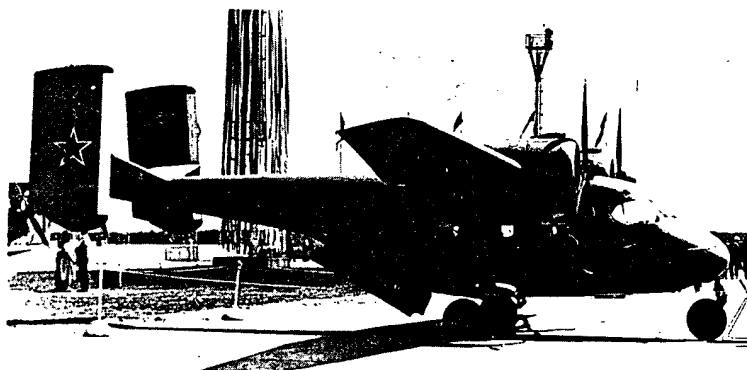
Remarks
Used by Algeria, Communist China, Cuba, India, Indonesia, Iraq, Poland, UAR, and USSR.

Variants
AN-12A 1959. Rear-loading assault transport widely used by Soviet military transport aviation.
AN-12B 1965. Modified for longer range and larger payloads.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

AN-14 Clod

Engines 2, piston
Span 72 ft
Length 36 ft
Range with
1,200-lb load 420 nm
Cruise speed 95-110 kts
Crew 1-2
Troop capacity 6
Cargo
capacity 1,600 lbs

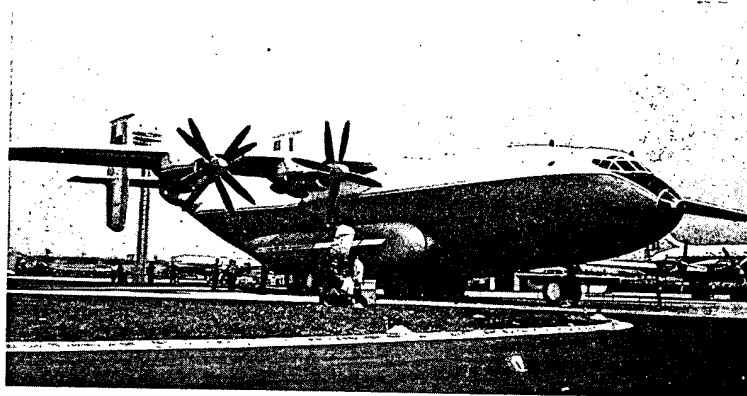


Remarks

1965. Short take-off and landing light transport in service with Soviet tactical air forces. Used by Guinea and USSR.

AN-22 Cock

Engines 4, turboprop
with counter-
rotating propellers
Span 211 ft
Length 187 ft
Range with
99,100-lb
load 5,100 nm
Cruise speed 360 kts
Crew 5-6
Troop capacity 175
Cargo
capacity 176,000 lbs



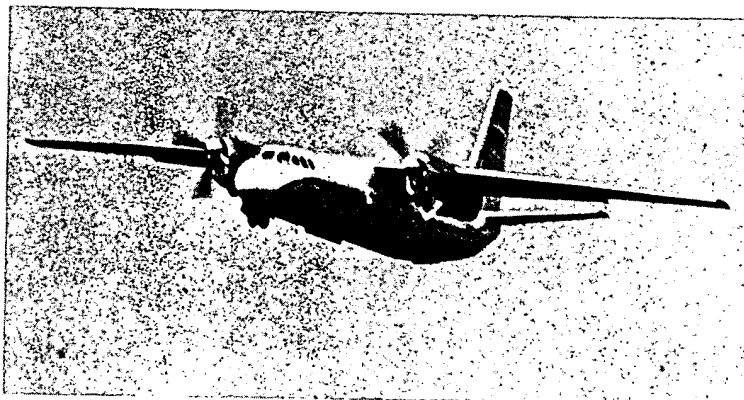
Remarks

Not in operational service. The largest transport ever built by the Soviet Union. First shown publicly in the 1965 Paris air show.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

AN-24 Coke

Engines 2, turboprop
Span 96 ft
Length 77 ft
Range with
8,100-lb
load 1,150 nm
Cruise speed 255 kts
Crew 3
Troop capacity 50
Cargo
capacity 12,600 lbs



Remarks

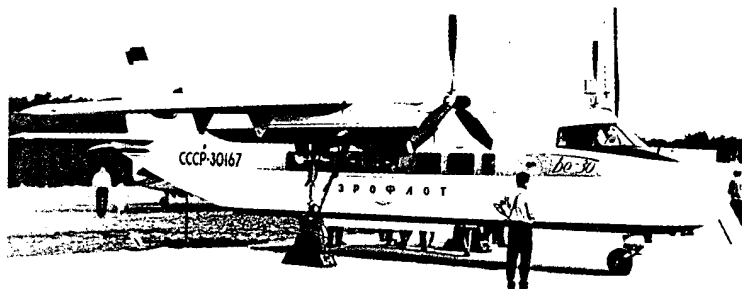
Used by Bulgaria, Communist China, Congo, Cuba, East Germany, Guinea, Lebanon, Mongolia, North Korea, North Vietnam, Poland, Rumania, Somalia, UAR, and USSR.

Variants

AN-24V 1961. Light, short-haul passenger transport similar to Dutch-designed Fokker F-27 Friendship airliner.
AN-24RV 1965. Improved performance.
AN-24TV 1966. Cargo variant with small rear-loading door.

Engines 2, turboprop
Span 70 ft
Length 50 ft
Range with
3,100-lb load 700 nm
Cruise speed 200 kts
Crew 3
Troop capacity 24
Cargo
capacity 6,000 lbs

BE-30 Cuff



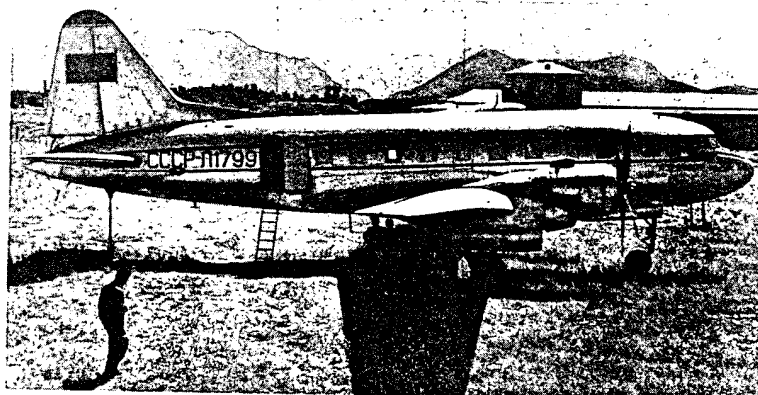
Remarks

Not in operational service. Light passenger transport prototype first shown publicly in the 1967 Moscow air show.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

IL-12 Coach

Engines 2, piston
Span 104 ft
Length 70 ft
Range with
3,500-lb
load 1,350 nm
Crew 4
Troop capacity 18
Cargo
capacity 7,500 lbs

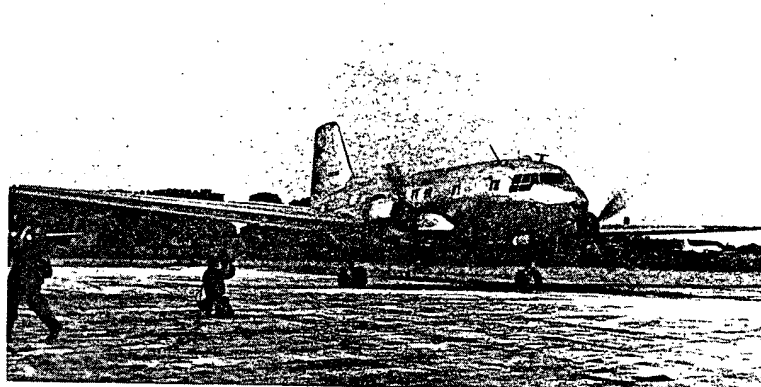


Remarks

1947. Military and civil transport used for hauling passengers, paratroops, and freight. Used by Afghanistan, Communist China, Czechoslovakia, Poland, Rumania, and USSR.

IL-14 Crate

Engines 2, piston
Span 104 ft
Length 70 ft
Range with
5,550-lb
load 1,600 nm
Cruise speed 165 kts
Crew 4
Troop capacity 24
Cargo
capacity 8,100 lbs



Remarks

Used by Afghanistan, Albania, Algeria, Bulgaria, Burma, Cambodia, Communist China, Congo, Cuba, Czechoslovakia, East Germany, Ethiopia, Guinea, Hungary, India, Indonesia, Iran, Iraq, Libya, Mali, Mongolia, Nepal, North Korea, North Vietnam, Poland, Rumania, Syria, USSR, Yemen, and Yugoslavia.

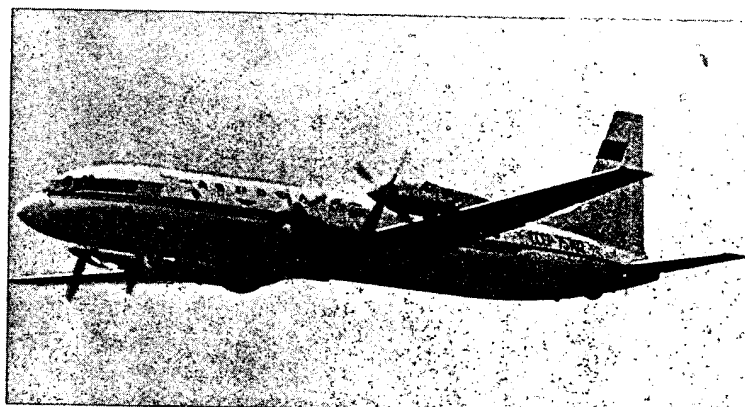
Variants

IL-14 1954. Improved development of IL-12 Coach transport. Used widely in Soviet military and civil aviation.
IL-14M 1956. Increased passenger and payload capacity.
IL-14P 1957. Produced in East Germany.
Avia-14 1957. Produced in Czechoslovakia.
Avia-14-32 1958. Large passenger capacity. Produced in Czechoslovakia.
Avia-14T 1959. Cargo version produced in Czechoslovakia.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

IL-18 Coot

Engines 4, turboprop
Span 123 ft
Length 118 ft
Range with
23,000-lb
load 2,600 nm
Cruise speed 340 kts
Crew 5
Troop capacity 95
Cargo
capacity 33,000 lbs



Remarks

Used by Afghanistan, Algeria, Bulgaria, Communist China, Cuba, Czechoslovakia, East Germany, Ghana, Guinea, Hungary, Mali, North Korea, North Vietnam, Poland, Rumania, USSR, and Yemen.

Variants

IL-18 1958. Passenger transport similar to US Lockheed Electra airliner. Often used to transport Soviet VIP's.
IL-18D 1964. Increased passenger capacity and longer range.
IL-18D May Not in operational service. ASW version carrying 18,000 lbs of depth charges, bombs, mines.
Crew 5-9.

IL-62 Classic

Engines 4, jet
Span 142 ft
Length 174 ft
Range with
29,100-lb
load 4,950 nm
Cruise speed 460 kts
Crew 5-7
Troop capacity 186
Cargo
capacity 58,300 lbs



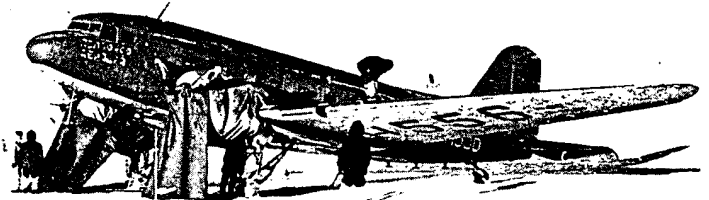
Remarks

1967. Soviet long-range passenger transport with aft-mounted engines. Similar to British VC-10 airliner.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

LI-2 Cab

Engines	2, piston
Span	94 ft
Length	64 ft
Range with 3,300-lb load	1,200 nm
Cruise speed	130 kts
Crew	4
Troop capacity	25
Cargo capacity	6,600 lbs

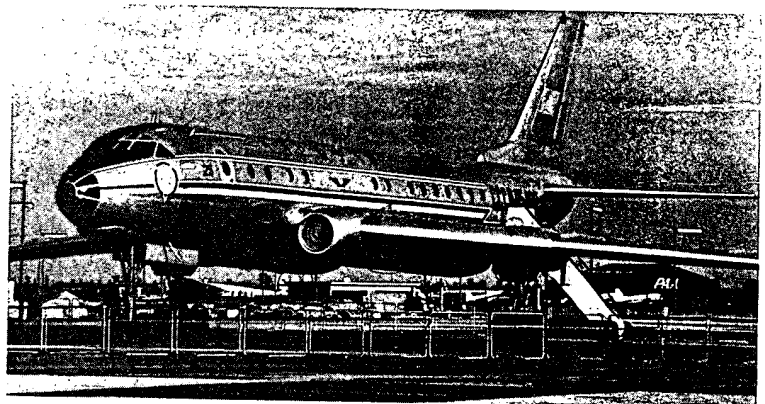


Remarks

1937. Soviet model of US DC-3 airliner, built under license. Used by Albania, Bulgaria, Communist China, Cuba, Czechoslovakia, Hungary, Laos, North Korea, North Vietnam, Poland, Rumania, and USSR.

TU-104 Camel

Engines	2, jet
Span	113 ft
Length	123 ft
Range with 18,300-lb load	2,150 nm
Cruise speed	445 kts
Crew	5-8
Troop capacity	100
Cargo capacity	29,600 lbs



Variants

TU-104A Camel A	1956. Soviet passenger transport developed from TU-16 Badger medium bomber.
TU-104B Camel B	1958. Increased passenger capacity.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

TU-114 Cleat

Engines 4, turboprop
with counter-
rotating propellers
Span 168 ft
Length 174 ft
Range with
34,000-lb
load 5,500 nm
Cruise speed 410 kts
Crew 7
Troop capacity 220
Cargo
capacity 66,000 lbs

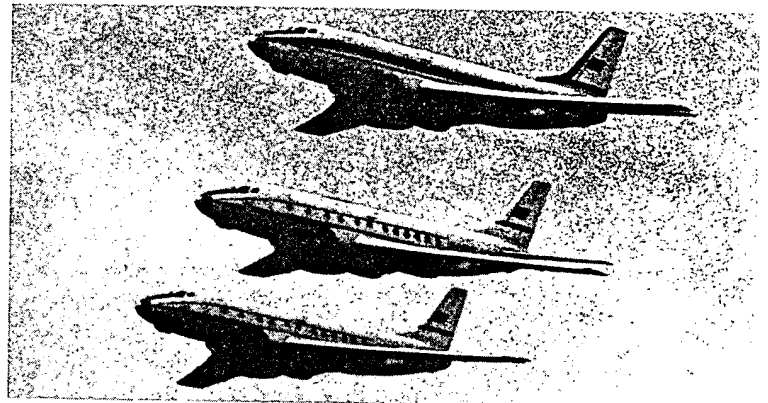


Variants

TU-114 1959. Soviet high-performance, long-range transport developed from TU-95 Bear heavy bomber.
TU-114D 1958. Direct modification of TU-95 Bear bomber for transport use. Smaller passenger capacity.

TU-124 Cookpot

Engines 2, jet
Span 84 ft
Length 95 ft
Range with
8,100-lb
load 1,450 nm
Cruise speed 430 kts
Crew 4
Troop capacity 56
Cargo
capacity 16,400 lbs



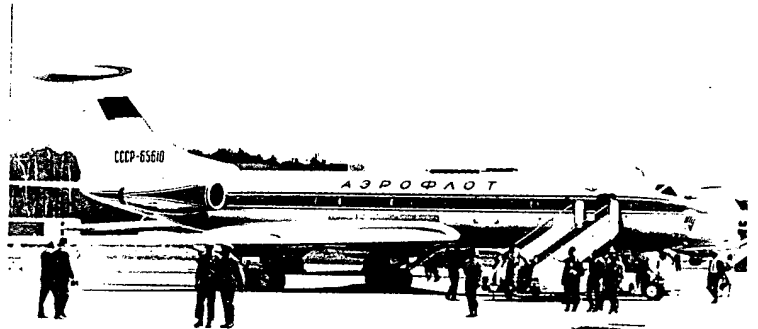
Remarks

1962. Scaled-down version of TU-104 Camel transport. Used by Communist China, Czechoslovakia, East Germany, India, Iraq, and USSR.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

TU-134 Crusty

Engines	2, jet
Span	95 ft
Length	112 ft
Range with 11,000-lb load	1,880 nm
Cruise speed	455 kts
Crew	3-4
Troop capacity	72
Cargo capacity	19,500 lbs

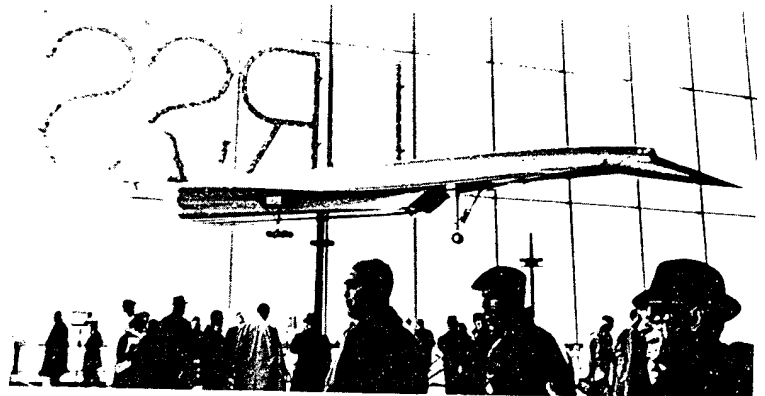


Remarks

1967. Soviet rear-engine passenger transport developed from the TU-124 Cookpot.

TU-144

Engines	4, jet
Span	92 ft
Length	190 ft
Range with 20,000-lb load	2,000 nm
Cruise speed	1,260 kts
Crew	5-8
Troop capacity	121
Cargo capacity	20,000 lbs



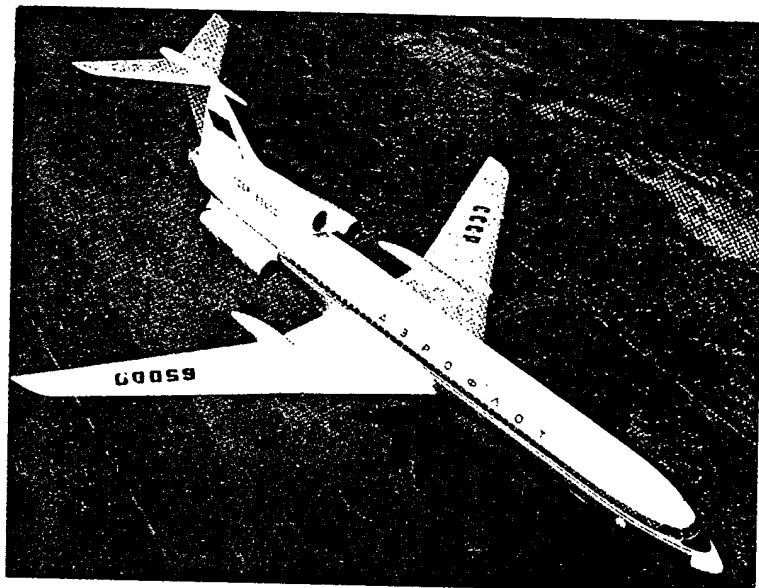
Remarks

Soviet prototype supersonic passenger transport, expected to make its first flight by 1969.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

TU-154

Engines 3, jet
Span 123 ft
Length 138 ft
Range with
23,150-lb
load 4,000 nm
Cruise speed 460 kts
Crew 5
Troop capacity 160
Cargo
capacity 47,400 lbs

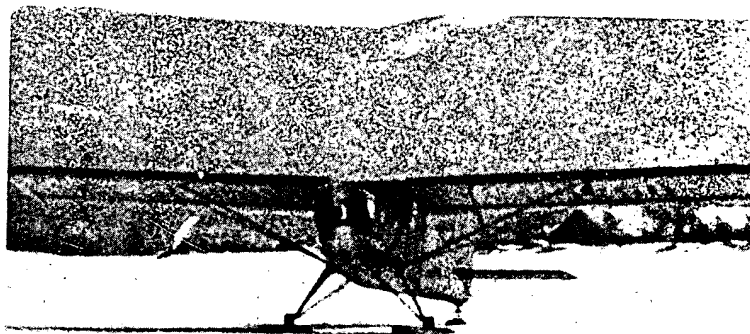


Remarks

Soviet prototype passenger transport similar to British Trident airliner. Not in operational service.

YAK-12 Creek

Engines 1, piston
Span 41 ft
Length 30 ft
Range 550 nm
Cruise speed 100 kts
Crew 1
Troop capacity 1
Cargo
capacity 650 lbs



Remarks

Used by Afghanistan, Bulgaria, Communist China, Czechoslovakia, East Germany, Hungary, Mongolia, North Korea, Poland, Rumania, USSR, and Yugoslavia.

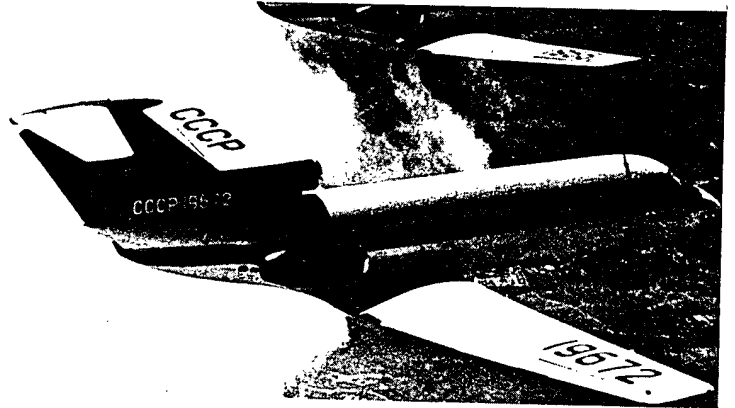
Variants

YAK-12 Creek A 1944. Light utility aircraft.
YAK-12R Creek B 1949. Larger engine.
YAK-12M Creek C 1954. All-metal construction.
YAK-12A Creek D 1957. Improved performance.

Communist Military Aircraft
TRANSPORT AND UTILITY AIRCRAFT

YAK-40 Codling

Engines	3, jet
Span	82 ft
Length	66 ft
Range with 4,900-lb load	865 nm
Cruise speed	300 kts
Crew	3
Troop capacity	23
Cargo capacity	6,000 lbs



Remarks

Soviet prototype light transport under development, not in operational service.

Communist Military Aircraft

HELICOPTERS

KA-15 Hen

Engines	1, piston
Fuselage length	22 ft
Main rotor diam	33 ft
Cruise speed	65 kts
Ferry range	380 nm
Range with 440-lb load	260 nm
Crew	1
Troop capacity	1
Cargo capacity	705 lbs

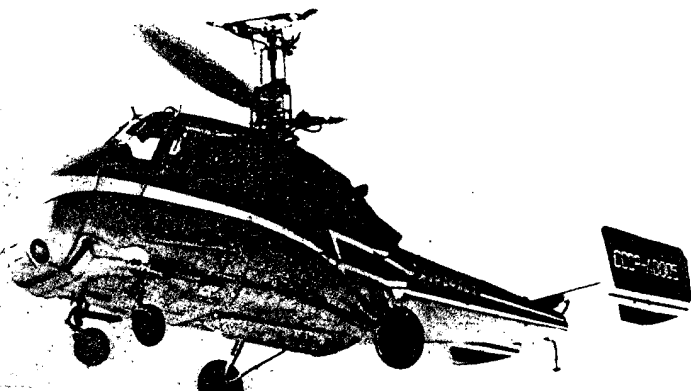


Remarks

1958. Soviet observation helicopter with counterrotating rotors, suitable for liaison, evacuation, and rescue missions.

KA-18 Hog

Engines	1, piston
Fuselage length	22 ft
Main rotor diam	33 ft
Cruise speed	70 kts
Ferry range	405 nm
Range with 350-lb load	240 nm
Crew	1
Troop capacity	3
Cargo capacity	530 lbs



Remarks

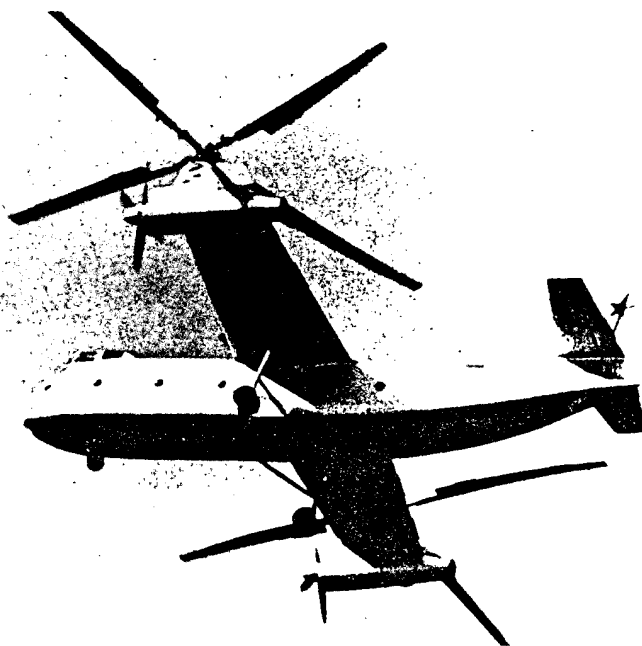
1959. Soviet utility helicopter developed from the KA-15, suitable for liaison, reconnaissance, and light military transport.

Communist Military Aircraft

HELICOPTERS

KA-22 Hoop

Engines	2, turbine
Fuselage length	82 ft
Main rotor diam	66 ft
Cruise speed	160 kts
Ferry range	900 nm
Range with 23,000-lb load	400 nm
Crew	4
Troop capacity	70
Cargo capacity	23,600 lbs

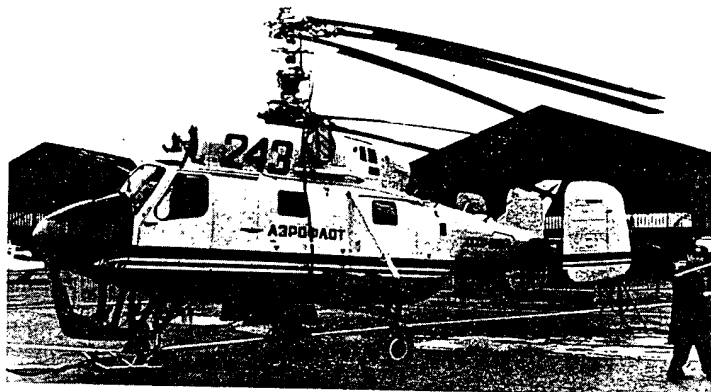


Remarks

Prototype Soviet convertiplane. Not operational.

KA-25 Hormone

Engines	2, turbine
Fuselage length	28 ft
Main rotor diam	48 ft
Cruise speed	105 kts
Ferry range	600 nm
Range with 3,860-lb load	200 nm
Crew	3
Troop capacity	12
Cargo capacity	4,400 lbs



Remarks

1967. Soviet ASW and utility helicopter developed from KA-20 Harp.

Communist Military Aircraft

HELICOPTERS

KA-26 Hoodlum

Engines	2, piston
Fuselage length	26 ft
Main rotor diam	43 ft
Cruise speed	80 kts
Ferry range	650 nm
Range with 1,300-lb load	200 nm
Crew	2
Troop capacity	6
Cargo capacity	2,000 lbs



Remarks

1967. Soviet multipurpose helicopter first shown in 1965 Paris air show.

MI-1 Hare

Engines	1, piston
Fuselage length	40 ft
Main rotor diam	47 ft
Cruise speed	80 kts
Ferry range	375 nm
Range with 355-lb load	155 nm
Crew	1
Troop capacity	3
Cargo capacity	795 lbs



Remarks

Used by Afghanistan, Albania, Bulgaria, Communist China, Cuba, Czechoslovakia, Finland, Hungary, Indonesia, North Vietnam, Poland, Rumania, South Africa, Syria, UAR, USSR, Yemen, and Yugoslavia.

Variants

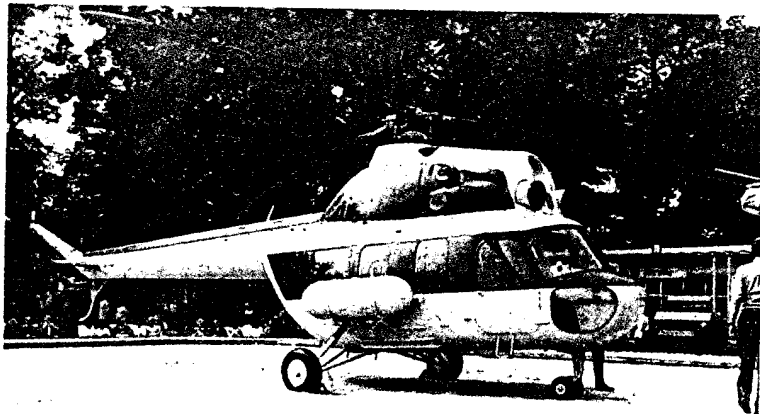
MI-1	1951. First modern Soviet helicopter, used for reconnaissance, liaison, and utility in the Soviet armed forces.
SM-1	1963. Produced in Poland.

Communist Military Aircraft

HELICOPTERS

MI-2 Hoplite

Engines 2, turbine
Fuselage length 38 ft
Main rotor diam 48 ft
Cruise speed 90 kts
Ferry range 710 nm
Range with
1,550-lb load 140 nm
Crew 1-2
Troop capacity 8
Cargo
capacity 2,200 lbs



Remarks

1963. Turbine-powered development of the MI-1 Hare. Can be used as a transport and utility helicopter with a capacity for medical evacuation. Produced in USSR and Poland. Used by Czechoslovakia, Poland, and USSR.

MI-4 Hound

Engines 1, piston
Fuselage length 56 ft
Main rotor diam 69 ft
Cruise speed 95 kts
Ferry range 930 nm
Range with
2,650-lb load 270 nm
Crew 3
Troop capacity 16
Cargo
capacity 3,550 lbs
Armament



Four depth bombs, 1 trainable machine gun under fuselage.

Remarks

Used by Afghanistan, Albania, Algeria, Bulgaria, Burma, Cambodia, Communist China, Congo, Cuba, Czechoslovakia, East Germany, Finland, Ghana, Guinea, India, Indonesia, Iraq, Laos, Mali, Mongolia, Morocco, Nepal, North Korea, North Vietnam, Pakistan, Poland, Rumania, Syria, UAR, USSR, Yemen, and Yugoslavia.

Variants

MI-4

1953. Widely exported utility, transport, and antisubmarine helicopter. In service with Soviet naval and tactical air forces.

Whirlwind 25

1963. Produced in Communist China.

Communist Military Aircraft

HELICOPTERS

MI-6 Hook

Engines	2, turbine
Fuselage length	109 ft
Main rotor diam	115 ft
Cruise speed	135 kts
Ferry range	750 nm
Range with 13,200-lb load	340 nm
Crew	5
Troop capacity	65
Cargo capacity	26,400 lbs

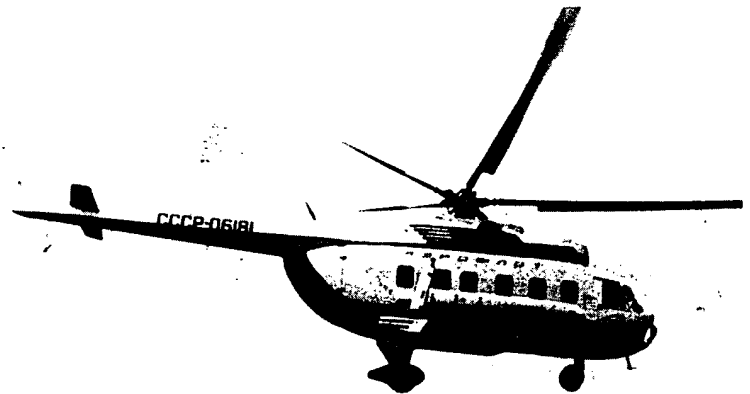


Remarks

1960. World's largest operational helicopter, in service with Soviet tactical, naval, and air defense air forces. Used by Indonesia, North Vietnam, Pakistan, UAR, and USSR.

MI-8 Hip

Engines	2, turbine
Fuselage length	60 ft
Main rotor diam	70 ft
Cruise speed	115 kts
Ferry range	380 nm
Range with 5,800-lb load	220 nm
Crew	2-3
Troop capacity	28
Cargo capacity	8,800 lbs



Remarks

1964. Large passenger helicopter developed from the MI-4 Hound. Used by Afghanistan, Cuba, North Korea, Syria, UAR, and USSR.

Communist Military Aircraft

HELICOPTERS

MI-10 Harke

Engines 2, turbine
Fuselage length 108 ft
Main rotor diam 115 ft
Cruise speed 100 kts
Ferry range 430 nm
Range with
15,000-lb load 260 nm
Crew 3-5
Troop capacity 28
Cargo
capacity 33,000 lbs



Remarks

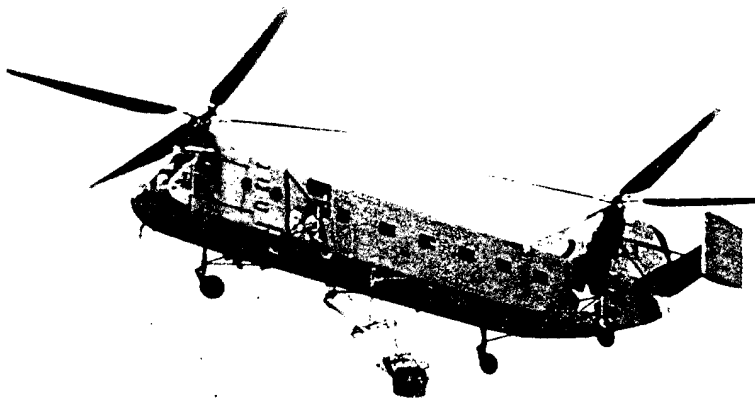
Used by Netherlands, UAR, and USSR.

Variants

MI-10 1966. Flying crane development of the MI-6 Hook helicopter.
MI-10K 1967. Short gear version with gondola under fuselage for improved external load handling capability.

YAK-24 Horse

Engines 2, piston
Fuselage length 70 ft
Main rotor diam 69 ft
Cruise speed 120 kts
Ferry range 920 nm
Range with
8,800-lb load 135 nm
Crew 4
Troop capacity 40
Cargo
capacity 12,000 lbs



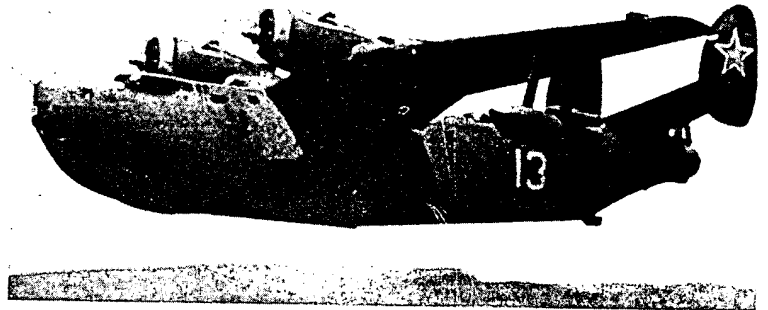
Remarks

1958. Large passenger, freight, and utility helicopter in service with Soviet tactical air force. Only a limited quantity produced, probably because of vibration problems.

Communist Military Aircraft
PATROL AND RECONNAISSANCE AIRCRAFT

BE-6 Madge

Engines 2, piston
Span 119 ft
Length 72 ft
Radius 1,600 nm
Speed 195 kts
Combat ceiling 21,600 ft
Crew 5-8
Armament 8,800 lbs
(guns, bombs, rockets,
mines, depth charges,
torpedoes)

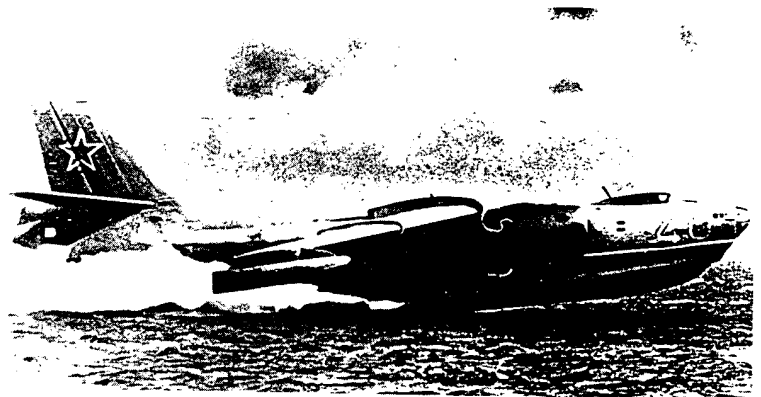


Remarks

1952. Flying boat for long-range patrol and operations against surface and underwater targets. Can remain on station 25 hours. Used by Communist China and USSR.

BE-10 Mallow

Engines 2, jet
Span 114 ft
Length 114 ft
Radius 690 nm
Speed 490 kts
Combat ceiling 44,900 ft
Crew 4
Armament 10,000 lbs
(guns, bombs, mines,
torpedoes)



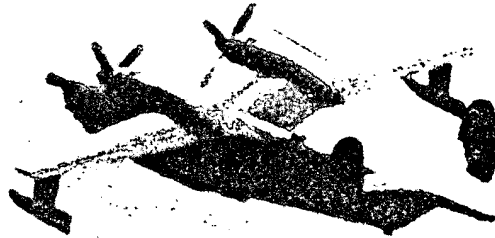
Remarks

1961. Antisubmarine attack flying boat used by USSR.

Communist Military Aircraft
PATROL AND RECONNAISSANCE AIRCRAFT

BE-12 Mail

Engines 2, turboprop
Span 90 ft
Length 85 ft
Radius 1,150 nm
Speed 350 kts
Combat ceiling 34,800 ft
Crew 5
Armament 10,000 lbs
(guns, bombs, mines, torpedoes)

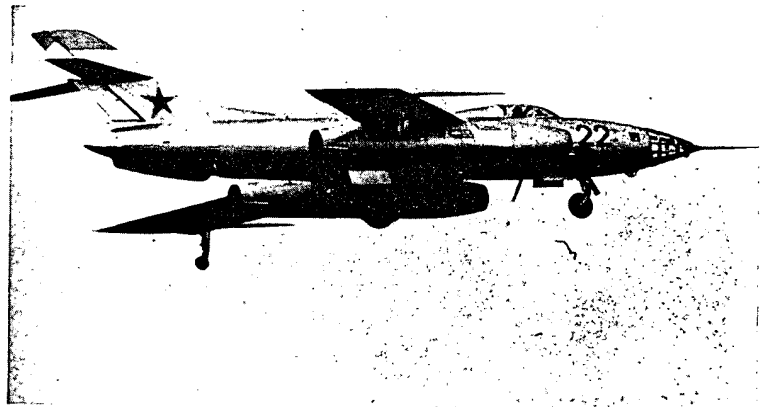


Remarks

1964. First Soviet seaplane to have turboprop engines.

YAK-27 Mangrove

Engines 2, jet
Span 38 ft
Length 52 ft
Radius 380 nm
Speed 620 kts
Combat ceiling 48,200 ft
Crew 2
Armament One forward-firing machine gun.



Remarks

1960. Photo and visual reconnaissance aircraft developed from YAK-25 Flashlight interceptor. Used by Czechoslovakia and USSR.

Communist Military Aircraft
PATROL AND RECONNAISSANCE AIRCRAFT

YAK- Mandrake

Engines	2, jet
Span	76 ft
Length	48 ft
Radius	1,000 nm
Speed	380 kts
Combat ceiling	60,300 ft
Crew	1



Remarks

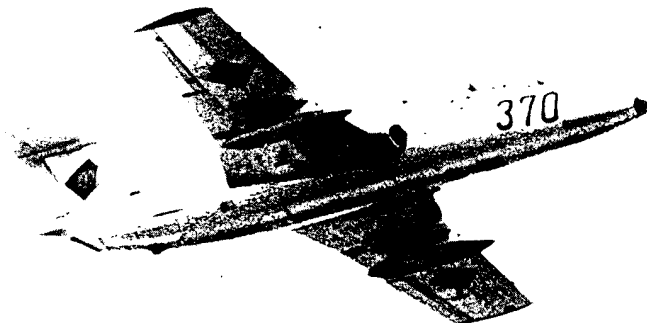
1959. Soviet high-altitude reconnaissance aircraft, often used as an interceptor target.

Communist Military Aircraft

TRAINER AIRCRAFT

L-29 Maya

Engines	1, jet
Span	34 ft
Length	35 ft
Radius	180 nm
Speed	350 kts
Combat ceiling	33,000 ft
Crew	2
Armament (guns, bombs, rockets)	440 lbs

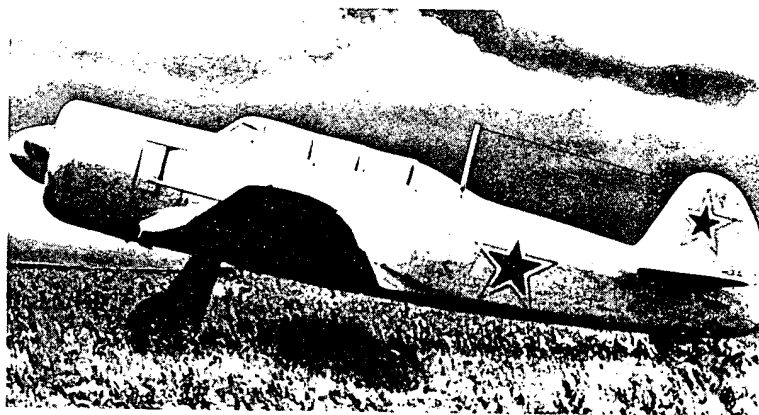


Remarks

1963. Czech designed and produced advanced jet trainer. Accepted as Warsaw Pact jet trainer following 1962 competition with Soviet and Polish trainer aircraft. Used by Bulgaria, Communist China, Czechoslovakia, East Germany, Indonesia, Iraq, Nigeria, Syria, UAR, Uganda, and USSR.

YAK-11 Moose

Engines	1, piston
Span	31 ft
Length	28 ft
Radius	350 nm
Speed	285 kts
Service ceiling	23,300 ft
Crew	2



Remarks

Used by Afghanistan, Austria, Bulgaria, Cambodia, Communist China, Czechoslovakia, East Germany, Hungary, North Vietnam, Poland, Rumania, UAR, USSR, and Yemen.

Variants

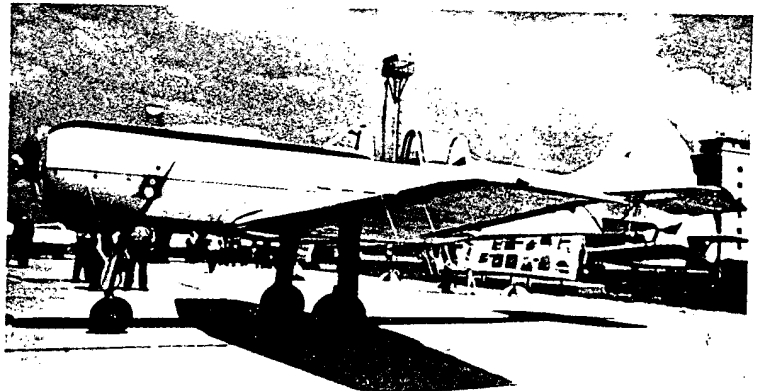
YAK-11	1946. Intermediate trainer.
YAK-11U	1948. Tricycle landing gear.

Communist Military Aircraft

TRAINER AIRCRAFT

YAK-18/20 Max

Engines	1, piston
Span	35 ft
Length	26 ft
Radius	200 nm
Speed	125 kts
Combat ceiling	7,500 ft
Crew	1-2



Remarks

Used by Afghanistan, Algeria, Austria, Bulgaria, Communist China, Czechoslovakia, East Germany, Guinea, Hungary, Iraq, North Korea, North Vietnam, Poland, Rumania, Syria, UAR, USSR, and Yugoslavia.

Variants

YAK-18	1947. Primary trainer capable of carrying two 110-lb bombs.
YAK-18U	1956. Heavier version with tricycle landing gear.
YAK-18A	1958. More powerful engine.
YAK-18P	1959. Sport model.
YAK-18PM	1966. Aerobatic version.
YAK-18T	1968. Four-passenger light transport.