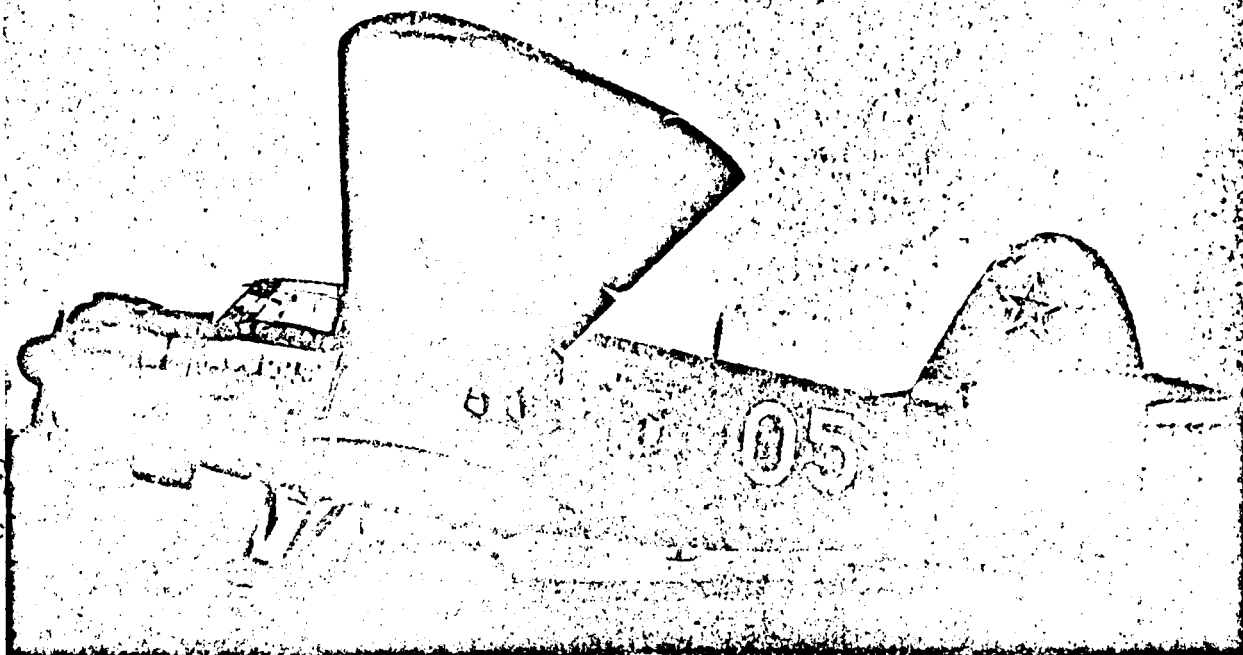


196 SOVIET UNION
ANTONOV



The standard Antonov AN-2 General Purposes Biplane (1,000 h.p. ASH.62 engine).

OLEG KONSTANTINOVICH ANTONOV.

Antonov, an important glider designer, has a number of his sailplane types, and probably some cargo-glanders, in use in the U.S.S.R. The A-1 is a single-seat elementary training glider; the A-2 is a modernised version of the US-5 two-seat training glider (see the 1951-52 edition); and the A-9 and A-10 are single and two-seat high-performance sailplanes. In 1953 Viktor Ilchenko, in an A-10, made a record "straight-line" flight of 829.82 km, (516 miles).

In early 1952, Antonov and three collaborators were awarded a Stalin Prize of 100,000 roubles for work in the field of aircraft construction in the "transport and commercial" section. This may have been a reward for the success of the AN-2, described hereafter.

THE AN-2.

N.A.T.O. Code Name: "Cott."

The AN-2, which was built to a specification of the Ministry of Agriculture and Forestry of the U.S.S.R. as a replacement

for the IL-12, LI-2 and PO-2 Series, first flew in 1950 under the designation Sh-1 (Selsko - Chozjajstviennyj - 1), meaning agriculture and general purpose aircraft. It was later officially designated AN-2.

The AN-2 is capable of operating out of small airfields and has now taken over most of the duties of the versatile PO-2, such as rescue and ambulance work, passenger and cargo transport, photographic and geophysical survey, forestry patrol and agricultural work, parachute training, etc.

A large number of AN-2's are now in service with Aeroflot and some are thought to be used by Aviaarktika. Examples have appeared on floats and skis. A version of the AN-2 specially equipped for high-altitude meteorological research with an observer's cockpit immediately forward of the tail fin, is an international height record holder in its class.

TYPE.—Single-engined General Purposes biplane.

WINGS.—All-metal unequal-span single-bay

biplane. I-type interplane struts. Approximately 2.8° dihedral on both wings. Ailerons and flaps on all four wings. Auto-slots on upper wings only.

FUSELAGE.—All-metal stressed-skin structure of circular section forward of cabin, rectangular in the cabin section and oval in the tail section.

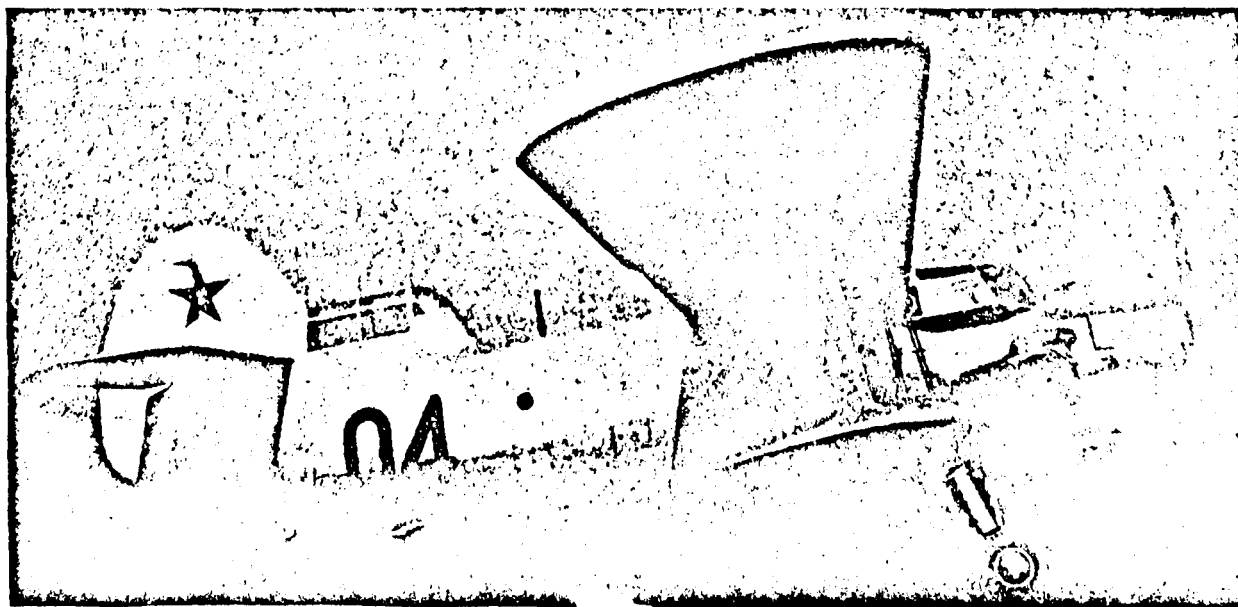
TAIL UNIT.—Braced monoplane type. Fin integral with rear fuselage.

LANDING GEAR.—Fixed split-axle type with long-stroke oleo shock-absorbers. Wheels interchangeable with floats or skis.

POWER PLANT.—One 1,000 h.p. ASH.62 18 nine-cylinder radial air-cooled engine. Four-blade airscrew. Fuel tanks in upper wings. Total capacity 1,280 litres (280 Imp. gallons).

ACCOMMODATION.—Flight compartment forward of upper wing seats two side-by-side with dual controls. Cabin provides accommodation for 8-12 passengers or 12-14 paratroopers. Large door on port side.

EQUIPMENT.—Wide range of equipment may be installed for various duties. For photographic survey and other work two fixed semi-automatic AFA-33/50 or one AFA-33/50 and one AFA 18/21 cameras are used; for agricultural work M-600 pump, fluid containers of 1,000 litres (220



The Antonov AN-2/SA High-altitude Meteorological Research Aircraft with the extra cockpit aft.