13A FLIGHT International 26 July 196:

TS-7 Rohini-1 by the Indian Civil Aviation Department

ASIA'S AIRCRAFT INDUSTRIES

The aircraft of national design built
during the last four years include three twin-
engined light transports, only one of which
is entirely original, and five single-engined, general-purpose high-wing monoplanes based on the Yakovlev Yak-12. These Yak developments all appeared at much the same time and are so familiar in configura-tion and capabilities that it would be logical to assume that they resulted from a single government specification. In fact, the Chinese may have followed the example of Poland, which has adopted a Yak-12 development, the PZL-101 Gawron, as its standard agricultural aircraft for the period 1961-64, pending the availability of the completely new, higher-performance PZL-104 Wilga.

Peking No 1 Largest of the light twins, this aircraft carries a crew of two and eight passengers and is powered by locally built 260 h.p, AI-14 radial engines. It is a con-ventional all-metal low-wing monoplane, with retractable tricycle undercarriage. Full-span slots are used to ensure good short-field capabilities.
The Chinese Press has stated that the Peking No 1 was built in only 100 days at the Institute of Aeronautical Engineering in Peking. It flew for the first time on September 24, 1958, and was handed over formally to the national civil aviation authorities a week later, on October 1, the ninth anniversary of the establishment of the Chinese Communist government. Since then very little has been heard of it.
• Span, 57ft 5in; length, 42ft 8in; max speed, 186 m.p.h.; service ceiling, 15,750ft; range, 670 miles.

Yungari No 1 Nokadaun Except that it has a stepped windscreen and conventional nose, this twin-engined light transport is almost identical with the Czech Super Aero 45. It carries a pilot and either four passengers or 1,4001b of freight.
Construction of the prototype was com-pleted at the Kharbin Engineering Works in 81 days in 1958, and production deliver-ies are said to have started before the end •of that year.

Capital No 1 Sha-Tu This little twin-engined pod-and-boom transport could be mistaken for the Antonov An-14 Pchelka at first glance. In fact, it is considerably smaller, with two 160 h.p. M-11FR engines instead of the 260 h.p. AI-14Rs fitted in the An-14. Other differences include the use of Vee-bracing instead of a single strut each side, and the lack of tailplane dihedral.

Like the An-14, the Capital No 1 is intended to operate almost anywhere. It carries four passengers or equivalent freight and has sideways-opening loading doors at the rear of the cabin.

Red Banner No 1 From its nose back to the rear of its cabin, the all-metal Red Banner is little different from the Yak-12; but there the resemblance ends, for it has a shallow tail-boom and clam-shell rear loading doors. The usual 240 h.p. AI-14R radial engine is retained, driving a Type V-530D variable-pitch propeller. Payload consists of up to six people or 1,1001b of freight. The prototype was built in Peking, probably by the team which produced the Peking No 1.

• Span, 41ft 8in; length, 29ft Win; height lift 2in; wing area, 260 sq ft; gross weight, 3,3301b; empty weight, 2,425lb; max speed, 111 m.p.h.; cruising speed, 84 m.p.h.; service ceiling, 13,780ft; range, 310 miles.

Yin An No 1 This pod-and-boom rear-loading development of the Yak-12 is similar to the Red Banner in general layout, but an attempt has been made to clean up the design by fitting a cantilever main under-carriage and a single bracing strut for each wing. Construction is all-metal and the engine is the usual AI-14R.
The Yin An was designed and built at the North-Western Industrial University.

Shen Yang No 1 With a Chinese-built 160 h.p. M-liFR engine, in a heimeted cowling, and rounded wing-tips, the Shen Yang is clearly based on the early version of the Yak-12. This helps to explain how the Aviation College in Shanghai was able to build the prototype in 75 days. It flew in the winter of 1958-59 and production of

Hindustan HF-24 prototype

Chinese "Red Banner No /'

passenger, liaison, ambulance and agri-cultural versions was then said to be planned. As in the Yak-12, the wings are fitted with full-span slots and split flaps for operation from short, unprepared strips. Normal accommodation is for a pilot and three passengers.

• Span, 41ft 4in; length, 28ft 10\in; wing area, 257 sq ft; gross weight, 2,645lb; max speed, 121 m.p.h.; service ceiling, 11,500ft.

Feiloon No 1 Shanghai Hiryu Except for its twin-float undercarriage, this aircraft is similar to the Shen Yang. The prototype was built in the Feiloon Machine Works. Shanghai.

Heilunkiang No 1 Built at Kharbin at about the same time as the Yungari, the Heilunkiang (first flight December 16, 1958) bears a family likeness to both the early Yak-12 and the Shen Yang and is powered by the same 180 h.p. M-11FR engine; but the airframe has been extensively redesigned. In particular, the rear fuselage has been tapered almost to a tail-boom and a heavily strutted undercarriage is fitted. The payload of 4851b consists normally of a pilot and two