796 FLIGHT International, 20 November 1969

SMALL SHORT-RANGE

Some thirty Yak-40s are thought to be in Aeroflot service

COMMERCIAL AIRCRAFT SURVEY

strips (similar to those required by present turboprops in this
category). The undercarriage is designed for grass-field operations.
An overwing engine location was chosen to reduce the risk of damage to the engines from the ingestion of foreign objects; to minimise airframe damage in a wheels-up landing; and to reduce cabin floor height for easy loading of both passengers and cargo. It is claimed that loading problems and structure weight are both reduced in comparison with a rear-jet layout.
VFW-614 Options: Bavaria, 3: Filipinas Orient. 2: General Air, 2: Sterling, 5; TABA. 2.

Yakovlev Vak-40 This trijet, which first flew on October 21, 1966. is in production for Aeroflot, with 30 now thought to be in service. [t is the first small turbofan-powered feederliner to go into service and is the first civil aircraft to come from the Yakovlev design bureau. Wirh three Ivchenko AI-25 turbofans of 3,3001b-thrust. the Yak-40 is designed to carry up to 31 passengers. It can operate from short rough-grass strips by virtue of a straight wing, large plain trailing-edge flaps and robust undercarriage. Two are being leased from Aviaexport by the Italian charter carrier Aertirrena. though no application has been made for Italian registration and a Colombian operator has ordered four.

Turboprops

Antonov An-24 is the Soviet Union's equivalent of the F.27, HS.748, and YS-11; it was conceived around 1958 and the first prototype flew in April 1960. The aircraft was originally intended to be a 32-40 seater, but by the time it appeared the capacity had been increased to 44-50 seats and has remained thus. The first services with Aeroflot took place during late 1963, and a relatively large number of aircraft have been exported. The exact number built is not certain, but is thought to be around 200. By May 1969, 25 million passengers and 350,000 tonnes of freight had been carried by An-24s in Aeroflot service.

The initial production version, the An-24V Series 1, is powered by 2,550 e.s.h.p. Ivchenko Al-24s. A more powerful version, the An-24V Series II with 2.820 e.s.h.p. Al-24Ts is expected to enter production this year.
The An-24RV has a l,9851b-thrust Type RU 19-300 auxiliary turbojet mounted in the rear of the starboard nacelle. The purpose of this unit is to provide air for starting the main engines, and to serve as an emergency thrust unit in the event of an engine failure. The booster enables the gross weight to be maintained at 48,0001b. with adequate performance, in temperatures of up to ISA + 30°C, Seen at Paris in 1967 for the first time was a special cargo-carrying version with an upward hinged ventral door to give straight-in loading of vehicles and, by means of an electrically powered over-head winch, of static loads weighing up to 3,3001b. This version— the An-24TV—is powered by the AI-24T.
An-24 Orders: Aeroflot, more than 150; Air Guinea, 3; Air Mali.
2 ; Balkan Bulgarian Airlines, 7; Cubana, 6; Interflug, 8 ; Lebanese Air Transport, 1; LOT, 12; United Arab Airlines, 9; Mongolian Airlines, 3.

Breguet 941C For more than 11 years Breguet has experimented with the principle of slipstream deflection for achieving high lift at low speed. The technique is now at an advanced stage of refine-ment and four pre-production 94IS cargo/Dassenger transports have been built to explore the civil and military potential by giving practical demonstrations of STOL. One of these aircraft (designated 941C) has been furnished (up to 57 seats could be fitted) and has been flown (as the McDonnell Douglas 188) in the busy US north-east corridor around New York, Boston and Washington in the

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Fokker F.28 Fellowship

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Antanov An-24