TUSHIN O SHOW REVIE W

Alan Postlethwaite reports from Moscow on developments within the Soviet aviation industry. Flight photographs by Janice Lowe from the Tushino show.

in the West. The Soviet design
bureau has yet to finalise
proposals, but intends to
approach firms later this year.
Yakovlev says that it cannot
speculate on a possible Western
suitor, but appears to rule out
Cessna, believing the US firm to
be a future competitor rather
than a partner.
Gulfstream, which already
plans a business-jet joint venture
with Sukhoi, is to fly its new
eight-seat Gulfjet next year—one
of few Western aircraft of this
size under development.
Sukhoi has recently had talks
of a "general character" in the
USA with Piper officials, accord-
ing to bureau chief designer
Mikhail Simonov, who says: "We
would like to have contacts with
Piper". Sukhoi is also talking to
Dassault about a subsonic
business-jet project, it is thought.
The Soviet interest in business-
aircraft joint ventures seems to
indicate growing acceptance of
the need for non-scheduled
services within the Soviet Union,
as well as a will to find new non-
military and export markets.
Further East-West links
revealed by the Soviets are talks
on powering the British Aero-
space 146 four-jet regional
airliner with Lotarev D-36
turbofans, as used in the Yak-42
tri-jet. BAe officials say that the
aircraft would fill a niche for

Aeroflot until the Soviets develop
a similar-size aircraft themselves.
By contrast, Soviet officials say
that talks have taken place with
Rolls-Royce about a possible
RB.211 powerplant for the
Tupolev Tu-204 twinjet. The
Soviets also say that Irish leasing
company GPA visited Tupolev
after the Paris Air Show to dis-
cuss the possibility of leasing
the aircraft—the Soviet equiva-
lent of Boeing's 757—to Western
operators.
Soviet

? export agency
Aviaexport claims that there is
"great interest" from more than a
dozen West European charter
operators in the Tupolev Tu-334
100-seat twinjet. The aircraft will
initially fly with turbofans, but
may subsequently be fitted with
Soviet propfans now under
development. •

Time against
the Tu-334?

D

omestic sales prospects
for the Tupolev Tu-334
medium-haul twinjet seem to be
under threat from the urgency of
state carrier Aeroflot's need to
add capacity.
Soviet sources suggest that
Tupolev may not be able to
deliver its new-technology

First time on display for the Antonov An-72 Coaler STOL transport in Soviet Air Force grey: maximum payload is 10,000kg. An airborne early warning variant, the An-74 Madcap, has a fin-mounted rotodome

BLACKJACK BIGGER THAN B-l Above Blackjack's retractable flight refuelling probe doors are visible just aft of the radome; asymmetrically arranged dorsal bumps aft are also visible. Right The Tupolev Tu-160 has a visual bomb aimer's posi-
tion under the nose,
but the main arma-
ment is air-launched
cruise missiles such
as the AS-15 Kent
and a short-range
attack missile pos-
sibly carried on
an internal rotary
launcher as in the US
Rockwell B-l bomber.

airliner soon enough. Aeroflot
may therefore press the Ministry
of Aircraft Production to give the
go-ahead for Yakovlev to produce
a new version of its Yak-42 tri-
jet, which would be available
sooner.

Any such move is likely to
meet resistance, because the
Ministry is understood to favour
development of the Tupolev
design. The 100-seat Tu-334 is
considered a new aircraft but, to
speed entry into service, incor-
porates many technical features
and equipment of the 214-seat
Tu-204, the most Nadvanced
Soviet airliner yet.
The Yak-42 derivative, desig-
nated Yak-42M, is planned to
have a stretched fuselage fqr.156
passengers and innovations to
improve fuel efficiency, including
a new supercritical wing of
higher aspect ratio with tipsails,
and uprated engines.
Yakovlev asserts that its

156-seater is better suited to
Aeroflot's needs than is the
smaller Tupolev design and will
be cheaper and more reliable.
The design bureau believes that
Aeroflot has left it too late to
order the Tu-334. •

SOVIET NEWS IN BRIEF

YAK-4 2 SALES

Operators in India, Cuba,
Italy, and China have each
ordered two Yak-42 tri-jets for
delivery next year. Certifica-
tion procedures are in hand.
"NO NOTAR"
The US NOTAR system which
dispenses with the helicopter
tail-rotor has yet to find favour
in the Soviet Union. No such
system has been tested; it
would only be suitable for
small helicopters, says Mil.

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