

Despite swingeing budget cuts, the former Soviet Union's aerospace industry continues at least to develop prototypes. Douglas Barrie, Andrzej Jeziorski and Alexander Velovich look back at the Moscow show. Photography by Mark Wagner.

Tupolev rolls out Tu-334...

TUPOLEV ROLLED out its newest medium-range airliner, the 102-seat twin-turbofan Tu-334, at the MosAero show on 26 August.

Intended as a successor to the earlier Tu-134, the aircraft will be operated on routes of up to 3,000km (1,600nm), and will have a maximum take-off weight of 46t. The aircraft is powered by two rear-mounted Ukrainian ZMKB Progress D-436T1 engines, each rated at 73.5kN (16,500lb).

Tupolev says that the prototype aircraft, produced in Kiev, will have its maiden flight within ten weeks of the roll-out. It is due to be certificated in 1997.

Preliminary agreements have been struck with Germany's BMW Rolls-Royce to offer later versions of the aircraft with BR715 engines, rated at 89kN take-off thrust. This engine will also power the planned -100D,



The Tu-334's low ground-clearance is a baggage handler's delight

and the higher-capacity 126-seat Tu-334-200 versions of the aircraft.

The -100D and the -200 have higher maximum all-up weights — increased to 54.8t — by virtue of a larger, 100m² wing area compared with the -100 prototype's 83.2m². The lower-capacity (102-seat) -100D will also have an increased range of 4,100km, compared with the -200's 2,200km.

The -100D is also to be offered with 82kN ZMKB Progress D-436T2 turbofans.

The Tu-334 is fitted with a Russian-produced glass cockpit, which has much in common with the larger 214-seat Tu-204 airliner. Tupolev says that it hopes to install foreign-made avionics into later aircraft to make the type more attractive to the export market. □



Raduga ramjet missile-testbed unveiled

Pictured above is Russian air-to-surface missile specialist Raduga's large ramjet-powered missile testbed, thought to be intended for developing a next-generation air-launched hypersonic anti-ship missile. The missile, understood to be called the GELA (Hypersonic Experimental Flying Testbed), has already been test-flown and prototypes have been built. The programme may be associated with a modified Tupolev Tu-95 Bear, which was also at the Zhukovsky research centre. The aircraft sports a pair of unusual inboard pylons with a raked fore section, which would match the contour of the GELA. Testing of the ramjet missile off such a platform also suggests that the programme may have been aimed at developing a hypersonic anti-ship missile. The status of this missile project remains uncertain.



...and unveils shrunk -204

ALONGSIDE ITS NEW Tu-334, Tupolev unveiled a shortened, trunk-route, version of its Tu-204 medium-range airliner — the Tu-234.

Formerly known as the Tu-204-300, the Aviadvigatel PS-90A-powered prototype Tu-234 was rolled out at MosAero on 25 August. The new 160-seater has a fuselage 6m shorter than its 214-seat stablemate and will be offered in a short-range version with an 84.8t maximum take-off weight, and medium- and

long-range versions with a boosted (103t) take-off weight.

The short- and medium-range versions will carry 166 passengers over ranges, with design payloads, of 3,400km (1,830nm) and 7,550km respectively; the long-range version will have a reduced passenger capacity of 99-160, with a design-payload range of 9,250km.

The first prototype Tu-234 was modified from the first Tu-204 prototype, which was first flown in 1989. □



The prototype Tu-234 is backed from the Tu-204 prototype