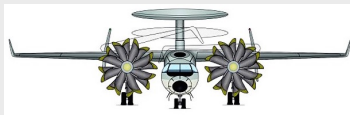


NEWSLETTER

Special story | AN-70 concept of modernization and serial production | Project features

An attempt to innovate



D-27 turbo-prop engines were unique in their class. Aircraft designers planned to set them up on AN-70 and Yak-44 airplanes. Yak-44 was designed in the 1970s as a patrolling radar aircraft similar to E-2 Hawkeye. Unfortunately, only a mock up has been built, while the works scrapped due to the shortage of funding in 1993.

Symbol of USSR



NK-12 is the most powerful serial turbo-prop engine in the world (14,800 horsepower) with two coaxial (contra-rotating) propellers. From 1954, airplanes such as TU-95 (Bear), AN-22 "Antei" (Cock), TU-114 "Russia" (Cheat), TU-126 (Moss), TU-142 (Bear-F) and A-90 "Orlyonok" [Eaglet] were all equipped with the NK-12 engines. The modernization of TU-95MS on the Aviakor Aircraft Plant (Samara, Russia) envisages setting up this type of engines too, which would extend the aircraft exploitation term until 2025.

Winner of the race



Airbus A400M; it became a popular and reliable product in just 11 years. As of today, 11 Airbus A400M Atlas are already in use, while the contracts for 174 airplanes have been signed with a range of major customers, including companies from Germany, France, Spain, the United Kingdom, Turkey, etc. Malaysia became the first non-European customer for four A400M. The deliveries have started in early 2015.



Amicable agreement

AN-70 was in the air when aircraft designers did not even start to draw their first draft of how Airbus A400M should be composed. AN-70 marveled aviation experts and the public with its unique flying characteristics. The airplane was not only the product of a Ukrainian-Russian cooperation but specifically tailored to the requirements of the Russian Ministry of Defence. It had a short landing and take off range, fuel-efficient, cruising speed: 750 km/h, payload: 20 tons for a distance of 6,000 km and cargo section with appropriate technical characteristics. Similar parameters were considering during the design and production of A400M except for the maximum payload. The Russian military required AN-70 to carry the weight equivalent of one T-90A battle tank (46,5 tons) or T-80UD (46 tons). The airplane's max payload became 47 tons, while A400M can carry just 37 tons. That was one of the reasons why AN-70 is equipped with more powerful D-27 engines in contrast to TP-400-D6 on A400M. In March 2015, Russia's Ministry of Defence had officially announced that it drops AN-70 from the state rearmament program, terminating the 37-years-old history of collaboration between Russia and Ukraine. Perhaps that was the moment when Antonov vs Airbus competition finished. AN-70 signed a "amicable agreement" with A400M. The AN-70 version with Russian avionics, chassis and propellers became history.