

NEWSLETTER

Special story | AN-74 Fuel Tanker concept | Modern design
and new opportunities

The Viking Returns



Since from April 2014, the repair works of the 91st C-3 Viking airplane started. The modification of C-3 Viking called KS-3A still can be used as a fuel tanker required by the U.S. Maritime Forces. KS-3A (weight of fuel in external tanks amounts to 5.961 kg + 1.851 kg) can refuel a range of airplanes, as well as helicopters and tilt rotor airplane Bell V-22 Osprey.

Midas and the Bear



In December 2014, Russia flexed its muscles on the Norwegian border when IL-78 ("Midas" in NATO classification) refuelled TU-95MC strategic bomber nicknamed "The Bear".



Fuel on call

Conventional wisdom states that fuel tanker is a large and clumsy airplane that helps much more manoeuvrable jets. Boeing KS-135 Stratotanker, Lockheed HC-130 or IL-78 «Midas» are all good examples of such big planes. It is logical if we consider long-range strategic aviation. But what about fuelling fighter jets and helicopters during a local military conflict? A large fuel tanker airplane would be a comfortable target for the enemy and the entire refuelling could jeopardise the lives of aircraft crews. It could be different if the tanker is a mobile airplane, which can perform various aerobatic manoeuvres and dodge missiles. AN-74 is precisely such type of an aircraft; its flight characteristics have been tested by years of use and military experience. Opportunity to add wing pylons to install different weapons allows to integrate the *Aerial refuelling system*. External fuel tanks in the cargo section of AN-74 (3.000 kg / 3.690 litres) will increase total volumes of fuel that can fill another aircraft tank up to 16.210 kg (19.940 litres).