

Exhibitor No:

FOR IN FLIGHT: **OR STATIC:** **DISPLAY**

Show No 88

Attention: Requested information will be used by the official Airshow speakers

As well as providing information for the press office, this document will be used as a basis for the official commentaries. Exhibitors should therefore indicate the technical data and commercial information requested, as well as any other information they would like to transmit to the public during the flight program.

MANUFACTURER:	ANTONOV		
AIRCRAFT TYPE AND NAME:	Antonov An-2TD surnommé /nicknamed " Annushka"		
CATEGORY:	multi-purpose radial engined biplane		
COUNTRY:	USSR		
FIRST FLIGHT:			DISPLAY CREW:
Date: 31/08/1947 Location:			Phil Clarke
Crew:			Jean-Yves Planchon
ENGINE(S):			
Number:	1	Type:	ASh-62R 9 cylinder radial engine
Manufacturer:	Shvetsov		
Take off rating (Dry):	1 000 shp	With reheat:	
Propeller(s):	Four blade propeller		
TECHNICAL DATA:		COMMERCIAL INFORMATION:	
Empty weight:	7 056 lb	Prototypes (or pre-prod):	
Max take off weight:	12 130 lb	Firm orders:	
Max cruise speed:	140 kts	Options:	
Max operating speed:	102 kts	Deliveries:	
Stall speed:	27 kts	Production rate:	
Max endurance:	07:00	Number of clients:	
Max range:	702 NM	Contact during the show:	
ACCOMODATION:		WEAPONS	
Accomodation:			
Max payload:	3 307 lb		
MISCELLANEOUS:			
<p>The Antonov An-2 is an extremely durable, light, single-engine metal made biplane which first flew in 31 August 1947 and was the first plane designed by Antonov. It is used as a light transport, capable of carrying 12 passengers, and for parachute drops and agricultural work. Its extraordinary slow-flight and STOL capabilities make it supremely suited for short, unimproved fields, and some specialized variants have also been built for cold weather and other extreme environments. The Guinness Book of World Records states that the 45-year production run for the An-2 was the longest ever, for any aircraft, only recently beaten by the Lockheed C-130 Hercules. By 1960 the USSR had produced over 5,000 units. Since 1960, most An 2s have been built at Poland's PZL factory in Mielec, with over 13,000 made there before full production ended in 1991. China also builds the An-2 under license as the Shijiazhuang Y-5. The An-2 has design features which make it suitable for operation in remote areas with unsurfaced airstrips : It has a pneumatic brake system (similar to those used on heavy road vehicles) to stop on short runways ; it has an air line fitted to the compressor, so the pressure in the tires and shock absorbers can be adjusted without the need for special equipment. The batteries are large and easy to remove, so the aircraft does not need a ground power unit to supply power. There is no need for an external fuel pump to refuel the aircraft, as it has an onboard pump that allows the tanks to be filled from simple fuel drums. It has a minimum of complex systems. The crucial wing leading edge slats that give the aircraft its slow flight ability are fully automatic. Once the airspeed drops below 40 mph, the slats will extend because they are on elastic rubber springs.</p>			