

AIR INTELLIGENCE DIVISION STUDY  
(AC/AS-2 - ONI)

SPECIAL REPORT COVERING NEW U.S.S.R. AIRCRAFT

STUDY NO. 178

**SECRET**

25 SEPTEMBER 1947

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1. Introduction.

To give a background to the recent Soviet display of new aeronautical equipment, it is believed significant to give a short resume of preceding events.

The first known display and sighting by foreign observers of a Russian jet-propelled aircraft was the 18 August 1946 Soviet Air Force Day. In this show one aircraft was displayed. Then a different aircraft was seen by a British representative in late 1946. The next public appearance of any U.S.S.R. jet aircraft was in the May 1947 Show in which forty of the August 1946 type (named according to date of first appearance) and sixty of a new type were observed. The latter type is the same aircraft as seen by the British observer in 1946. Nothing further of any new types of aircraft in the U.S.S.R. was revealed until the 3 August 1947 Show in which eight types of jet aircraft were displayed as well as new conventional types. Two of these jet types were the same as previously displayed.

The most significant item in the conventional aircraft field was the display of three B-29 type bombers. These aircraft appeared to be exact copies of U.S. aircraft. In the fighter field thirteen La-9's were demonstrated with pulse jet engines under each wing.

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On 14 August 1947, representatives from the military attache office observed several aircraft on the Ramenskoye Airdrome near Moscow. All of the new types observed except one had been shown during the 3 August 1947 display. This new type appeared to be a rocket-propelled aircraft. Of further interest at this sighting were four B-29's with slightly modified noses, indicating they were not the aircraft flown on 3 August 1947. To further confirm the U.S.S.R. production of B-29 type bombers, fourteen were seen in early September 1947.

In summing up the sequence of events leading up to the present, the Soviet capabilities and rate of development in the aircraft field have been greatly underestimated. With this variety of types and numbers of the various types, it can be seen that considerable technological progress has been made. A broad field of research is indicated, not just the development of one or two individual types of aircraft for immediate production. The swept-back wing aircraft shows that the U.S.S.R. is experimenting to extend the operational speed range of conventional designs into the transonic speed range. The jets are not German aircraft but are believed to be native U.S.S.R. design.

In order to present all the information available on new Soviet aircraft, the following descriptions, number and dates observed, estimated performance, and armament are shown. The performance of each aircraft shown in the following data was estimated by Defensive Air Branch, Air Intelligence Division, AC/AS-2 - ONI, in coordination with Aircraft Branch of AC/AS-4, and Aircraft Section, T-2, Air Materiel



Command, Wright Field. In assuming the power plant installation of these aircraft the most likely unit was chosen taking into consideration availability, appearance of aircraft, and size of exhaust with respect to engine. In the case of the Sukhoi Swept-Back Wing Aircraft, a low powered proven engine may be installed, since this aircraft is believed to be a research type used primarily to test stability and control of swept-back wings. These performance estimates may be revised when more complete information can be obtained.

The names of most new Soviet aircraft are unknown. Therefore, the names shown have been selected based on dates of first appearance, similarity to other aircraft, and designers' names.

Model	Year	Engine	Max Speed	Max Altitude	Service Ceiling	Range
1	1948	1,000 hp	400 mph	30,000 ft	25,000 ft	1,000 mi
2	1948	1,000 hp	400 mph	30,000 ft	25,000 ft	1,000 mi
3	1948	1,000 hp	400 mph	30,000 ft	25,000 ft	1,000 mi
4	1948	1,000 hp	400 mph	30,000 ft	25,000 ft	1,000 mi
5	1948	1,000 hp	400 mph	30,000 ft	25,000 ft	1,000 mi

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U.S.S.R. B-29 Type

Description:

This is a conventional powered four-engine bomber, exactly like the U.S. B-29 in appearance. It was fully armed with two upper turrets, two lower turrets and a tail turret. No mention was made of this aircraft when they were flown in review.

Number and Date Appearing:

<u>Number of Aircraft</u>	<u>Date Appearing</u>
1	15 October 1946
1	22 January 1947
3	3 August 1947
4	14 August 1947
14	September 1947

Estimated Performance\*

Assuming 4 - 2500 hp engines

Maximum Speed at 30,000 Feet	305 knots
Service Ceiling	34,000 feet
Range with 16,000 lb bombs	3,100 nautical miles

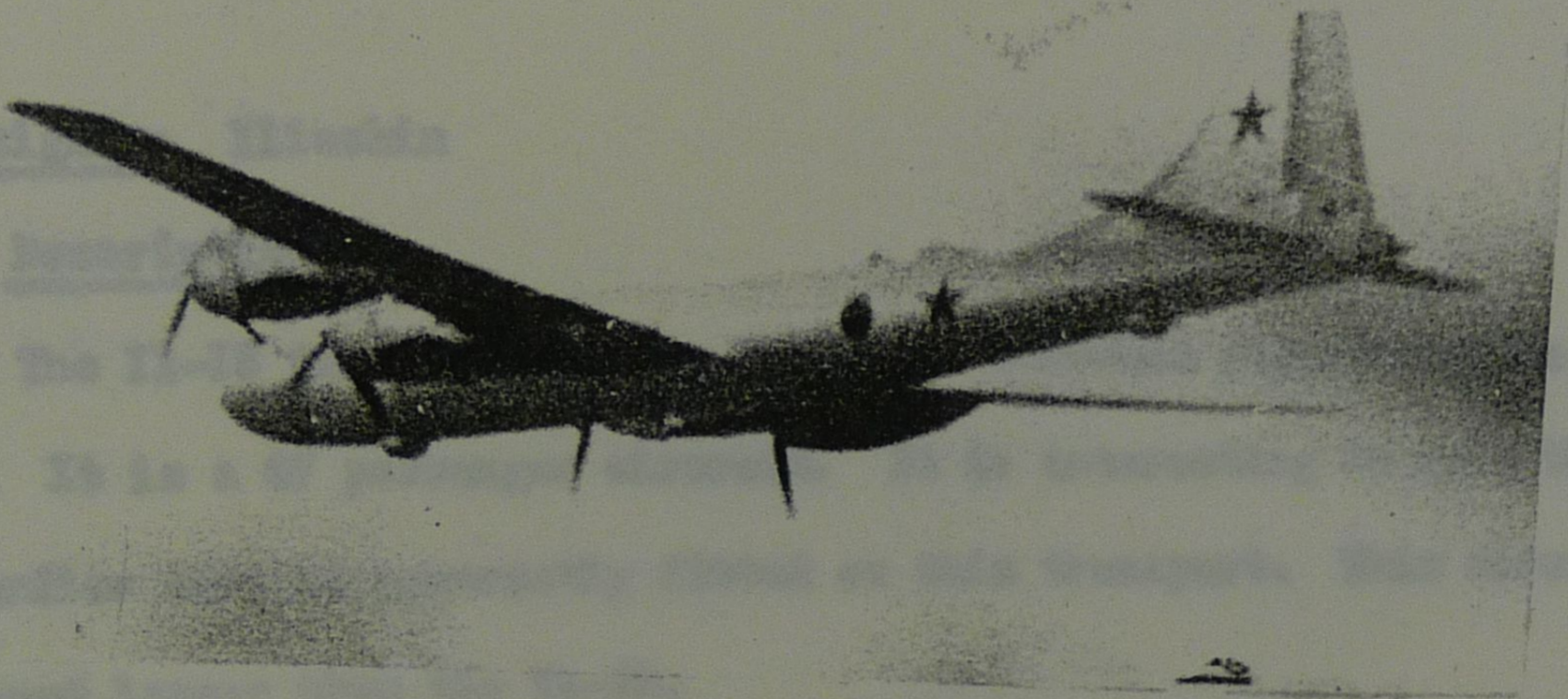
Remarks:

Photographs of this aircraft are attached. The four aircraft observed on 14 August 1947 appeared to have a greenhouse different from the U.S. B-29.

\* Performance shown is for U.S. B-29.



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U.S.S.R. B-29 Type



U.S.S.R. B-29 Type



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