

documentation from them and immediately set up the production line, while at the same time carrying out tests on the units and parts - there are about one hundred thousand of them on the plane!"

"We were able to reduce unproductive lost time to a minimum. We were running a certain engineering risk, but if we had worked in the old way it would have taken us at least five years to get production under way.

"The AN-74 has improved navigational equipment. Apart from the work stations of the navigator and the hydrologist, there are several others seats for official passengers and even two sleeping couches. On the other side of the bulkhead is the cargo section. The plane has been designed in such a way that the basic design can be adapted to create a whole family of aircraft, such as are very necessary for the country's economy."

Here is S. Chaichenko, one of the plant's test-pilots:

"I've had occasion to pilot twenty five different types of planes, all the way from jet fighters to TU cargo aircraft. I have, as they say, something with which to make comparisons. The new AN has a wide range of speeds, from two hundred to six hundred kilometres an hour. It also has excellent landing and take-off characteristics, which make it possible to use smaller airports. The machine handles well in the air and can easily make forty-five degree turns, which is valuable when one is flying ice-reconnaissance and when it is necessary to parachute cargo down to men stationed somewhere for the winter."