

# ENEMY PLANES IN KOREA

**E**NEMY air activity in Korea has emphasized the MIG-15 to such an extent that one tends to forget the existence of other types of aircraft variously distributed through the nations of the Communist bloc and subject to assignment in any area the controlling power may direct.

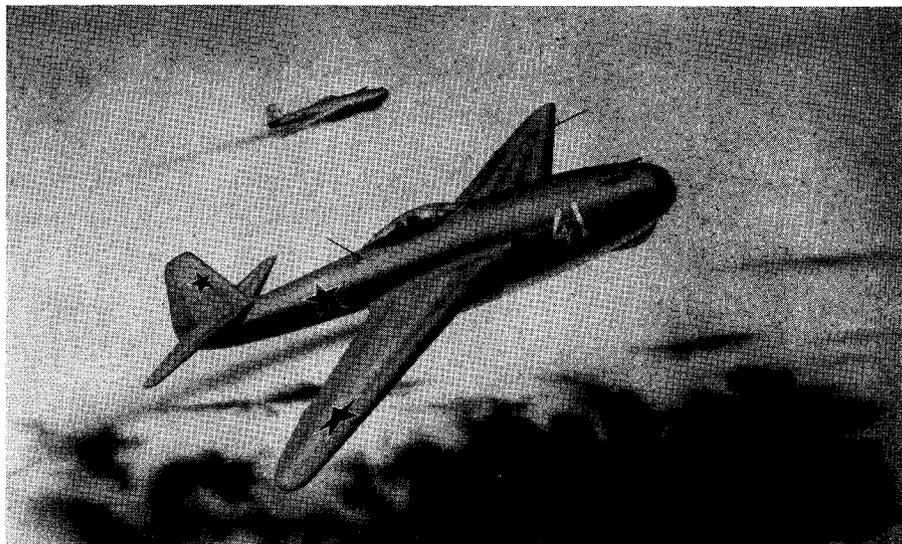
Certainly, the MIG-15 fighter has so far been the dominant instrument in the forays from across the Yalu, but in the event the enemy decides to go all out in the air, other models can be expected to join the fray as certain propeller types have done from time to time already.

A considerable store of these older—but still lethal—aircraft are still extant, and the possibility of other types of jet planes being introduced for combat evaluation cannot be ruled out.

Among the conventional aircraft is the series of Lavochkin-designed fighters which stem from the World War II LA-5. Currently important are the LA-7, -9 and -11. All of these aircraft are similar: low wings tapered along both edges, rounded vertical tail surfaces, and a single radial engine. Wing tips and elevators of the LA-7 are curved; in the LA-9 and -11 both are straight. A ventral air scoop, midway between nose and tail, distinguishes the LA-7 and -9 from the LA-11.

Piston engine fighters of Yakovlev design have already been in combat with the Navy's F4U. The Yaks finished second, two F4U's shooting down four Yaks (see pg. 10). The YAK-3 and the YAK-9 are visually almost identical with single in-line engine, wings and tail plane tapered sharply and evenly, curved fin and rudder, and a prominent ventral air scoop beneath the cockpit.

In the attack category is the IL-10, a development of the IL-2 *Stormovik* which once caused havoc on Germany's Eastern front. The IL-10, already observed in Korea, has an in-line engine



MODIFIED YAK-15 SOVIET TYPE JET MAY SHOW UP IN KOREA IF AIR WAR CONTINUES TO GROW

and a prominent cockpit canopy covering the pilot and a gunner aft. The wings, with blunt tips, have center sections tapered along both edges but as the outer panels are moderately swept back, the visual effect is of wings bending slightly to the rear.

Viewed from the front they are seen to be mounted low, with dihedral confined to the outer sections. Horizontal tail surfaces have an extreme degree of taper, mainly concentrated along the leading edge. Fin and rudder are rounded.

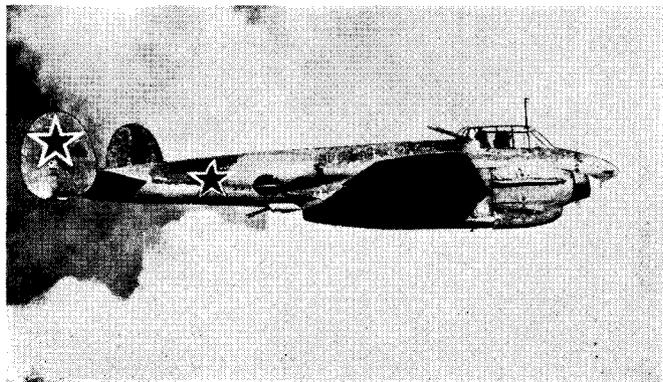
The twin-engine light bomber, TU-2, is unusually distinctive from a recognition point of view. The shoulder-mounted wings are sharply tapered to rounded tips. Stabilizer and elevators are also tapered and show pronounced dihedral. The aircraft is equipped with twin vertical tail surfaces shaped rather like upended eggs.

## RECOGNITION

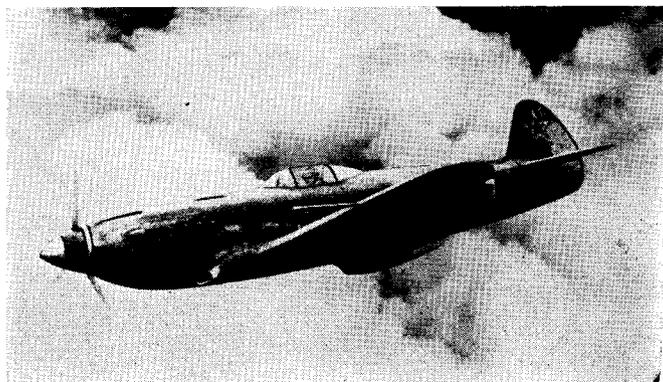
The fuselage outline is broken not only by the pilot's cockpit enclosure forward of the wings, but also by a dorsal gun position some two-thirds of the plane's length abaft the nose. The under-side of the fuselage is largely straight but is broken about midway between wing and tail by another gun position. The underslung engine nacelles protrude well forward of the wing's leading edge.

The venerable IL-4, twin-engine light bomber, has been operational for years, but in spite of outdated performance characteristics, this aircraft cannot finally be written off just yet. The low wings show dihedral outboard of the radial engines which are mid-mounted on the leading edge. Observed from the side, a cockpit enclosure is seen above the wing and a dorsal turret is also noticeable. Fin and rudder are tapered to a rounded top and a fixed tail wheel protrudes below.

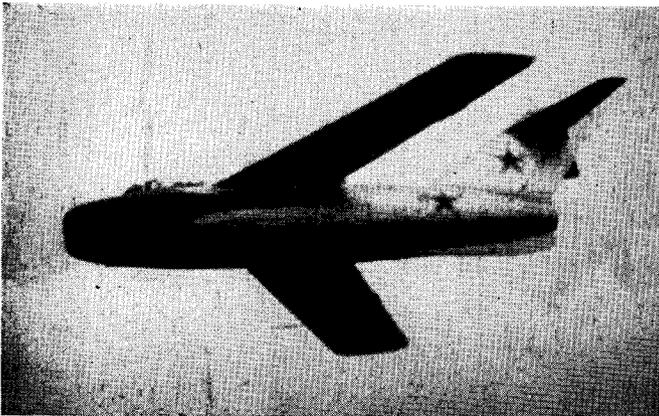
Among the jets considered most likely to appear—in addition to the now familiar MIG-15—is another swept-



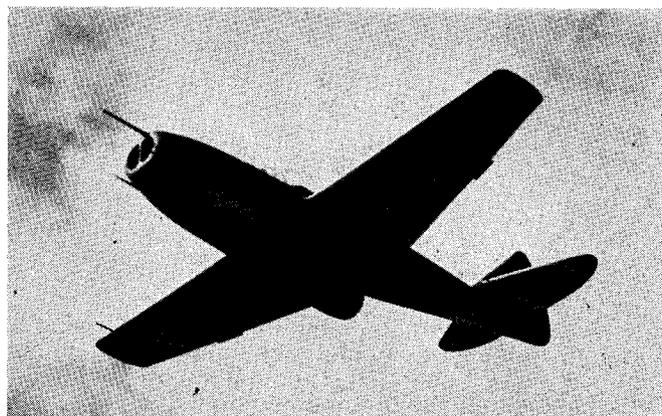
BOMBS DROPPED BY ENEMY PLANE IN KOREA MAY BE FROM THIS PE-2



MARINE CORSAIRS SHOT DOWN FOUR OF THESE YAK FIGHTERS IN KOREA



THIS SOVIET JET RESEMBLES MIG-15: NOTE FAIRING UNDER FUSELAGE



MIG-9 JET HAS TWO AIR INTAKES IN NOSE, TWO EXHAUSTS UNDERSIDE

wing fighter which at first glance seems closely to resemble the MIG. The wing and tail configurations are very similar, even to the mounting of the stabilizer high on the swept back fin and rudder. Airflow control strips are fitted to the upper surface of the wings as on the MIG-15. Principal differences are the high wing mount and a narrow ventral fin under the tail.

Another single-jet fighter, of less advanced design, is the modified version of the YAK-15. This aircraft has straight tapered wings and tail plane like the YAK-9. The jet engine is placed low in the forward part of the fuselage, and the exhaust makes a prominent ventral break under the wings. The nose wheel retracts into a fairing which forms another noticeable interruption to the contour of the underside. The bubble canopy is placed further aft than on the swept-wing fighters, and the fin and rudder have even taper and a flat top.

The MIG-9 is a shoulder-wing twin-jet fighter reported to be in the 500-knot speed range. Wing taper is greater on the leading edge, but the elevators

are straight and the rudder extends perceptibly beyond. Seen from the side the fuselage appears flat along top and bottom except for the taper at the nose and the upswept section just abaft the ventral jet exhausts. The leading edge of the vertical fin inclines rearward at about forty-five degrees; the rudder is rounded.

Any all out air effort might even include jet bombers, among them possibly a twin-jet shoulder-wing model which was illustrated in the April issue of NAVAL AVIATION NEWS. This aircraft has straight, square-tipped wings, set well aft, and sweptback empennage. The pilot's cockpit enclosure is just aft of the plastic nose while a tail gunner's position is prominent at the base of the rudder. Engines are slung under the wings in flat-sided nacelles which look square seen from the front.

Of course, these are not the only aircraft that could conceivably appear under the ostensible control of Red China. They are merely considered the ones most likely to be encountered and the most significant recognitionwise.

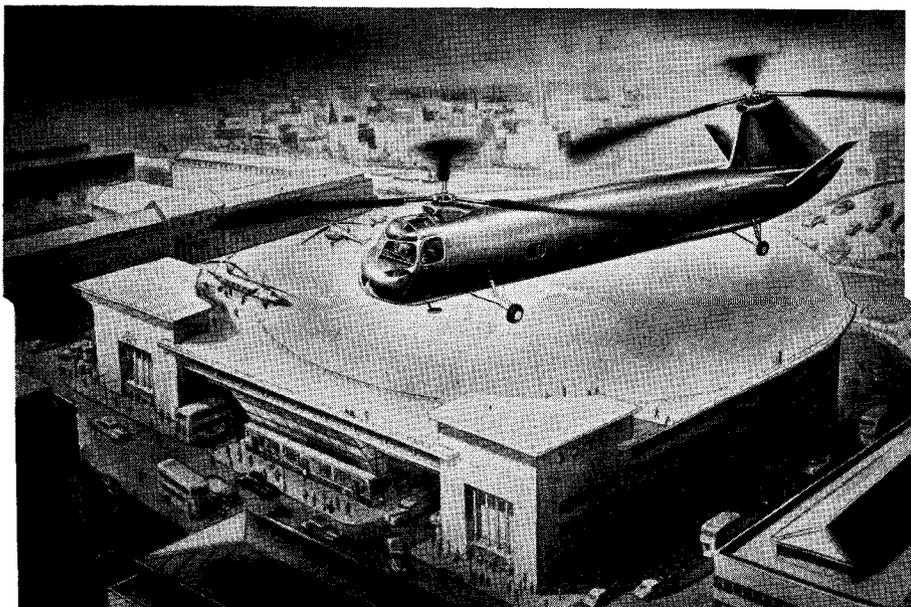
Also potentially dangerous, but not as readily identifiable by normal visual recognition procedures, are a quantity of aircraft of United States design, some delivered to Russia under Lend-Lease, others built in that country under license or merely copied—under the glorious Soviet concept of "freedom"—from *Superforts* forced down in Soviet territory. American models, with their Russian designations, include the B-29 (TU-4, or the transport version TU-70), R4D (LI-2), PBV (GST), A-20, B-25, F-39 and F-63. Most of these aircraft are also available to countries less antagonistic to our own and cannot, therefore, always be assumed to be unfriendly even though some are no longer in use with United States squadrons.

#### Bristol Type 173 Helicopter

The Type 173 is expected to begin flight trials in the very near future. It is a twin rotor aircraft and an important safety feature is that it is able, if necessary, to fly on only one of its two power units. Power is provided by Alvis *Leonides* radial engines, each developing 550 h.p. They are located one at each end of the fuselage, approximately below the rotors, which rotate in opposite directions and are arranged in tandem.

The aircraft is designed primarily as a medium or short range transport for 13 passengers and luggage, but there is also a variety of possible military uses. It can also be readily converted to a freighter carrying 2,500 lb. of cargo, or can be used as a "crane", lifting still greater weights over very short distances, by slinging them from an external beam below the fuselage.

Normal all-up-weight is 10,600 lb. With rotor blades folded, the aircraft is 78' 2" long, 17' wide and 15' high. Each rotor is 48' 6.7" in diameter, giving total disc area of 3,720 sq. ft. Maximum cruising speed on weak mixture is estimated at 105 mph, maximum speed at 142 mph, and maximum rate of climb at 1150' a minute. Service ceiling is approximately 19,600'.



TWO ENGINES POWER THIS TWIN-ROTOR HELICOPTER IN ENGLAND: NOTE DIHEDRAL ON ELEVATORS