

Lavochkin La-11

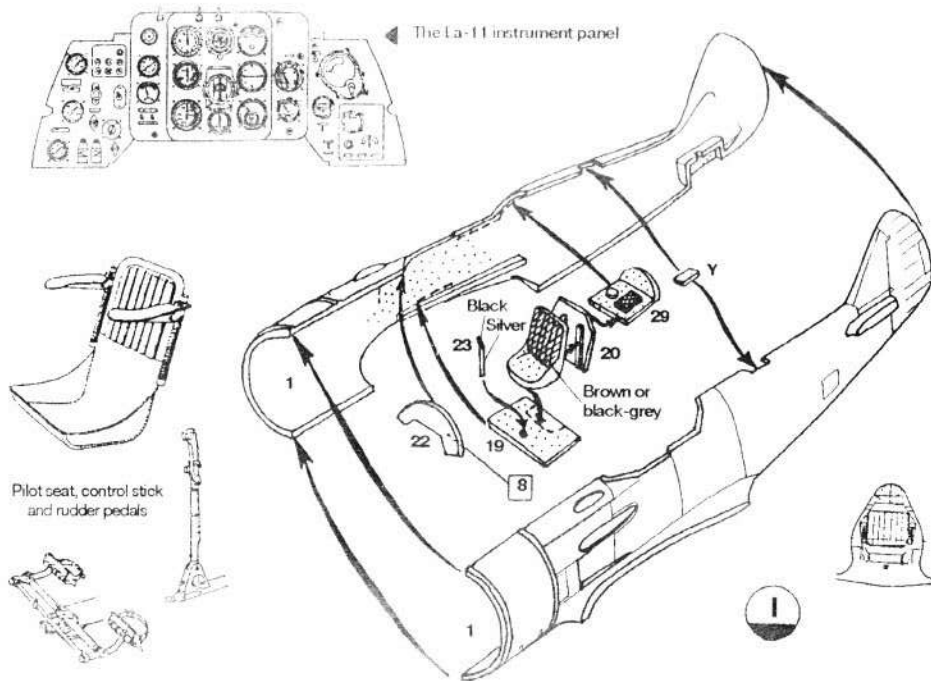
New the La-9 long-range prototype was built to protect the Tu-4 bombers for their mission. Initially named Aircraft «134» or La-9M the fighter made its maidenflight in May 1947. It was armed with three NS-23 cannons. The «134D» was produced a few day later being the second prototype. The fuel capacity was increased from 825 to 1,100 liters. It led to reinforced undercarriage and high-pressured tires introduction. The fighter was named La-11 and serial production was begun soon.

One of the most interesting chapters of the La-11 career was the Northern Expedition. It was decided to establish an Soviet air force base to be placed near the North Pole in 1948. This was the only place to base the Tu-4 enabled them reaching the targets deep in USA territory. Lavochkin fighters were intended for air defence missions and American aircraft activity in the region. Logistic support was provided by the Li-2s of the 650th Transport Regiment, the C-47s of the 1st Transport Regiment and Ilyushin Il-12s of the 708th Transport Regiment. Tupolev Tu-6 (the reconnaissance version of the Tu-2) would be employed as a pathfinder/leader aircraft. On 7 May 1948 one Tu-6 and three La-11s landed at the ice runway near the North Pole. They flew several training missions from the unusual base, next day. Some of the expeditions were carried out by the fighters of the 1st Fighter Division and the 53rd Fighter Regiment.

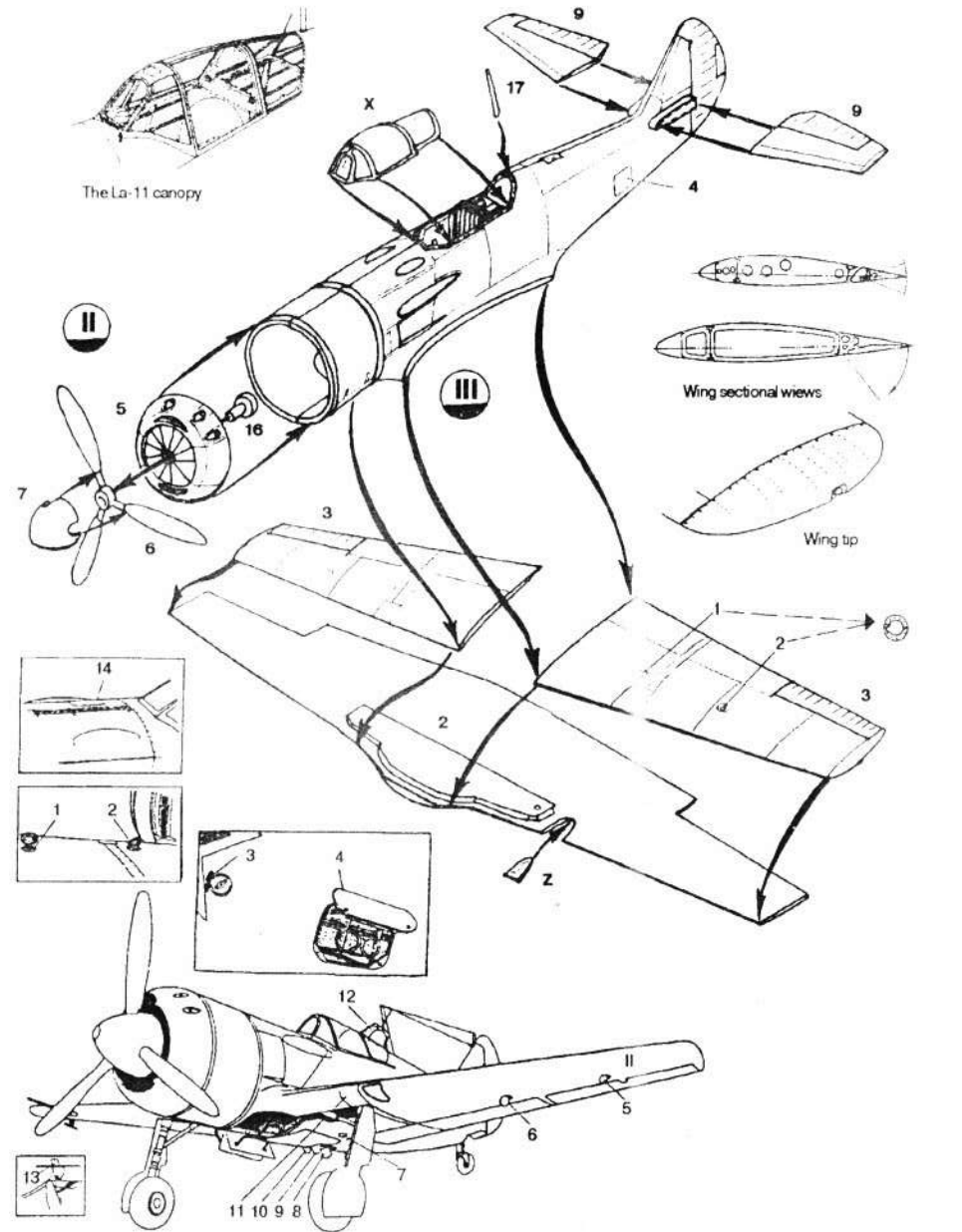
Having shot American RB-44 reconnaissance aircraft down near Libava a flight of the 30th Guard Fighter Regiment began the La-11 combat career on 8 April 1950. Another American spy plane P-2V Neptune is known to have become a victim to the La-11 lethal cannons the same year. About 60 La-11s of the 351st Night Fighter Regiment were delivered to China in summer 1950 and they took part in Chinese Civil war. Flight commander Guzhov and his wing man shot down two Cuomintang F-51 fighters on 2 April 1951. The regiment was moved to Anshan on 13 June 1951 and it started operations against American bombers in North Korea. Lt. Kurganov scored his first victory having destroyed a B-26 Invader soon. The regiment incorporated two fighter squadrons early in 1952. One of them had the MiG-15s, but another squadron remained with La-11s. The United Air Army (Korean and Chinese pilots) also received a number of the La-9 and the La-11 fighters. Lavochkin's La-9 and La-11 had become the last Soviet piston-engined fighters generation when the jet age began.

Main Technical Data of serial La-11:

Power plant:	ASH-83FN, 1850 hp take-off power	5000 m climb time:	5000 m — 6,6 minute
Wing span:	9,8 m	Ceiling:	10250 m
Length:	8,62 m	Range at 1000 m:	2535 km
Take-off weight:	3730 kg normal, 3996 kg max.	Max. flight time:	7 h 08 m
Max. speed:	562 km/h, 674 km/h at 5200 m		

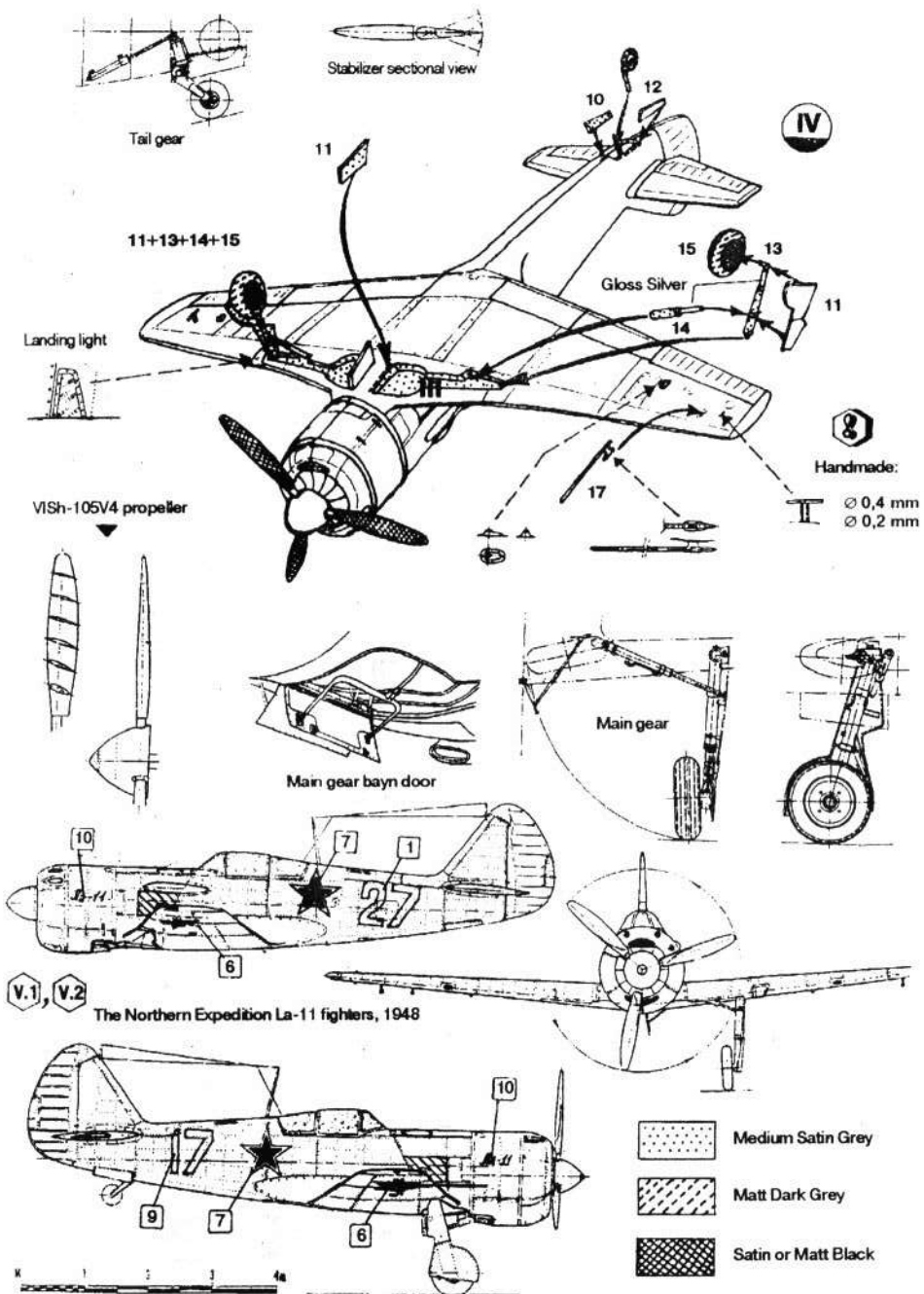


Assembly Guide

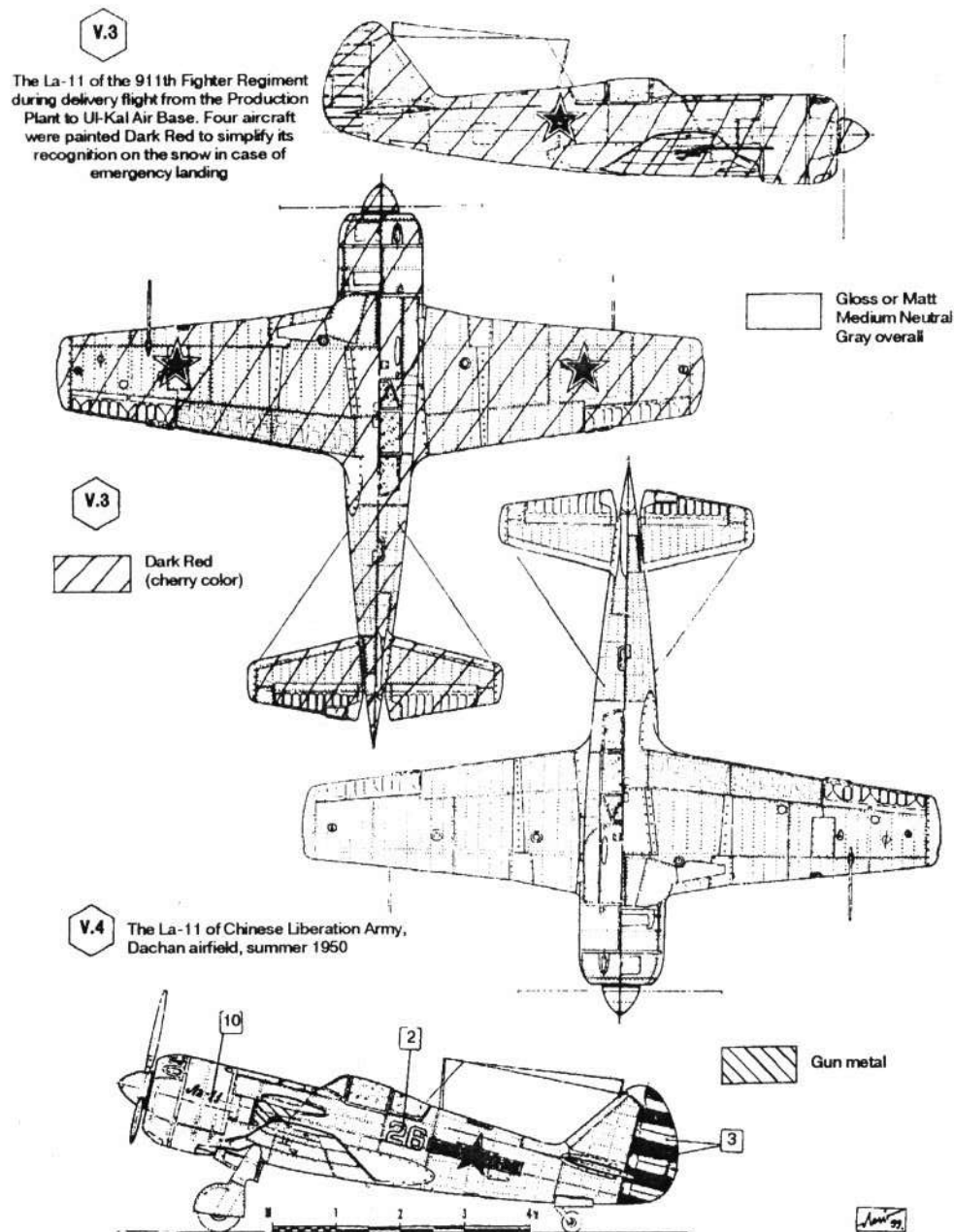


- 1 — Outer wing fuel tank filler hatch; 2 — Inner wing fuel filler tank hatch; 3 — Pneumatic connection hatch;
 4 — Fuselage side service hatch; 5,6 — Aileron control system inspection hatch; 7 — Fuel system connections inspection hatch;
 8 — Flaps actuator inspection hatch; 9 — Central fuel tank drain plug access hatch; 10 — Fuel filter access hatch;
 11 — Wing main panel fitting access hatch; 12 — Radio equipment compartment access hatch;
 13 — Gun camera access hatch; 14 — Oil tank filler hatch.

Assembly/Painting and Markings Guide



Painting and Markings Guide



27

1

27 26

2



4

3



6



5

26

27 29



7

№11 №11

№11 / УТИ №9

M1:72

кат №007-99

1717