AVIASTAR-SP MANUFACTURED THE FIRST TEST TAILPLANE TORSION BOX FOR MS-21 AIRCRAFT

News / Manufacturer

Aviastar-SP in cooperation with Irkut Corporation is implementing a project for development of the next-generation airliner **MS-21**, press-service of United Aircraft Corporation reports.

In particular, the Ulyanovsk-based enterprise completed the production of the first test composite tailplane torsion box for MS-21 aircraft.

“The **test tailplane torsion box** was assembled by the specialists of Aviastar within a relatively short time, - head of the MS-21 components assembly workshop Mikhail Chuvashlov said. – Now the torsion box will be delivered to Central Aerohydrodynamic Institute named after professor N.E. Zhukovsky (TsAGI) in order to carry out a series of static tests. Upon completion of the testing the component will be delivered back to the Ulyanovsk-based enterprise in order to be modified (if necessary); then it will undergo bird strike tests.”

Moreover, Aviastar-SP is completing the assembly of the first APU compartment for the first MS-21 prototype. At present the component is being fitted with all the required systems and after that it will be delivered to Irkutsk Aviation Plant for further assembly. Production of test front and back passenger doors is being completed; upon completion of the assembly the doors will be delivered to workshop No.354 for further testing. In parallel, doors for the first production MS-21 are being assembled along with a set of panels for aircraft MSN 0002 intended for static tests. Panels for F2 compartment have already been delivered to Irkutsk Aviation Plant. Moreover, in the network of

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MS-21 program the Ulyanovsk-based plant is completing installation of assembly lines designed for assembly of panels and fuselage compartments; the line for production of empennage is also under construction, UAC noted.

MS-21 family of short- and medium-haul airliners seating from 150 to 211 passengers. In the network of cooperation, the Ulyanovsk-based aviation plant is responsible for production of the following components: fuselage panels for sections F1, F2, F3, F4, F5; fin compartment and APU compartment; all the doors (11 doors per aircraft); vertical and horizontal stabilizers (with rudders and elevators). Moreover, specialists of the enterprise are manufacturing titan and aluminum parts for the jet's wing; the parts are delivered to AeroComposit.

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