

Antonov AN-26

Derived from the AN-24 passenger transport, the AN-26 (Curl) was developed in the late 1960s. The type entered civilian service with Aeroflot in 1970. Approximately 1,410 were built, many for military use. The type was also a major export success and remains in service around the world. The AN-26 has a unique feature, a rear loading ramp which can be rolled forward under the fuselage to allow for vehicles to reserve up to the cargo bay. The AN-26 has an Auxiliary Power Unit (APU) fixed to the starboard engine nacelle that serves as a turbojet booster on take-off.

Wing span	95 ft 805 in	29.2 m
Length	78 ft 0,87 in	23.8 m
Height	28 ft 216 in	8.6 m
Empty weight	35 935 lb	16 300 kg
Max take-off weight	52 911 lb	24 000 kg
Max landing weight	52 911 lb	24 000 kg
Powerplant Ivchenko AI-24WT turboprops	2 x 2 780 ehp	2 x 2 073 kWatt
Structural payload	12 125 lb	5 500 kg
Structural volume	30 cub.m	30 cub.m
Min runway required	4 265 ft	1 300 m
Average cruise speed	227 knots	420 km/h
Fuel capacity (density 0.8)	6 875 L 12 125 lb	1 816 usg 5 500 kg
Average fuel consumption	297 usg/h	900 kg/h

