

Founded in 1947 by **Mikhail Leontyevich Mil**, who was involved with soviet gyroplanes and helicopters from 1929 until his dead on January 31, 1970, aged 60. By 1999, more than 30000 helicopters of Mil design were built.

The Moscow helicopter plant built in 1947 has created fifteen helicopter types (with more than 200 variants), which during that time have achieved 96 global records. Today, every fourth helicopter in the world is of Mil construction or origin.

In Russia, the CIS s countries and Eastern Europe, Mi helicopters represent 95% of all helicopter fleet. Mil has exported more than 7000 helicopters for a sum amounting to more than u\$s 20,000,000,000, and if one includes service and spare, this amazing figure is doubled.

The extensive use of Mi helicopters in the difficult regions of Siberia has allowed Russia to become and maintain its position as one of the largest producers of petroleum and gas. Even in the difficult economic situation, which prevails in Russia today, the Mil plant in Moscow remains one of the world's leading helicopter production facilities. The fundamental tasks associated with the design and development of new helicopters have continued, while the work concerned with modernization and life cycle extension has not been neglected, and both existing and future Mil designs can be expected to include many innovative features.

The Moscow plant has maintained all the tradition associated with its founder Mil Mihail Leonteivich, while continuing to modernize both the plant and the company culture, to improve production and retain the position of a world leader.

What can be assumed without doubt is that whatever the Mil helicopter plant in Moscow has achieved in the past is still thriving at this moment and will continue to create reliable, inexpensive and modern helicopters.

The name designations (always begins with H) belongs to NATO. The helicopters are called V- instead of Mi- when they are still experimental and / or tested models.

August 1948 : Mi-1 Hare

First helicopter to enter series production in the Soviet Union. It was also produced in Poland as WSK SM-1

Rotor diameter: 14.34 m Length: 12 m Height: 3.30 m Weight: 1760 kg - Max: 2550 Engine: 1 Ivchenko AI-26V of 575 hp Speed: Max: 205 km/h Range: 590 km Service Ceiling: 2000 m



1951 : The Mi-1 began service in the Soviet Union

1952 : Mi-4 Hound



First heavy helo of the Mil bureau, the Mi-4 was also produced in China as **Z-5**. It was very similar to the <u>Sikorsky S-55</u> but much bigger Only in the Soviet Union were build more than 3500 units

Rotor diameter: 21 m Length: 16.79 m Height: 5.18 m Weight: 5390 kg - Max: 7800

Engine: 1 Shvetsov ASh-82V of 1700 hp *Speed:* Max: 210 km/h *Range:* 590 km *Service Ceiling:* 6000 m

Its primary missions were cargo and ASW

1956 : Mi-3 Enhanced version of the Mi-1, not produced

June 5, 1957 : Mi-6 Hook



This big transport, the first turbine powered helo of the Soviet Union, was not only for a long time the largest helicopter of the world, it was also the fastest. More than 800 units of this model, which can carry up to 70 troops, were built

Rotor diameter: 35 m Length: 41 m Height: 9.8 m Weight: 27240 Kg. - Max: 42500 Engine: 2 Soloviev D-25V of 5500 hp each Speed: 300 km/h Range: 620 km Service Ceiling: 4500 m The Mi-6 is the first world helo to reach the 300 km/h so its win the international trophy Igor Sikorsky

June, 1961 : Mi-8 Hip

The standard medium transport helo of the Soviet Union and other 40 countries, the Hip grows from the Mi-4 and became, together with its derivatives Mi-14 / 17 the most prolific non-western helicopter to enter service with more than 10000 units build

Rotor diameter: 21 m Length: 18 m Height: 5.65 m Weight: 6600 kg - Max: 12000 Engine: 2 Isotov TV2-117A of 1700 hp Speed: Max: 260 km/h Range: 480 km Service Ceiling: 4500 m



1961 : Mi-10 Harke

A crane, derivative from the Mi-6, the Mi-10 can carry loads up to 15000 Kg.



Picture from Roy's Russian Resource: http://www.clark.net/pub/royfc/roy1page.html

1964 : Mi-10k Harke

A new version of the Mi-10 which has a shortest length and shallow fuselage

1965 : Mi-2 Hoplite

1967 : Mi-8 Hip E / F



Were the attack versions of the Mi-8. With up to 6 rockets launchers, 4 AT-2 anti tank missiles and a machine gun, it was one of the best armed helicopters of its time.

July 10, 1968 : Mi-12 Homer

Largest helicopter yet flown Only 3 were produced, it was a mix of two Mi-6 joined



<u>August 6, 1969</u>: A Mi-12 lift 40.204 Kg to 2.255 m This big "helo" had a max capable weight of 105000 Kg

September, 1969 : Mi-14 Haze

The naval version of the Mi-8, the Haze is a coast-based ASW (Anti Submarine Warfare) helo

Rotor diameter: 21.29 m Length: 25.3 m Height: 5.65 m Weight: 8000 kg - Max: 12000 Engine: 2 Isotov TV3-117A of 2200 shp each Speed: 240 km/h Range: 500 km



September 19, 1969 : Mi-24 Hind

<u>**1972**</u>: Mi-22 Hook C A cargo helicopter, was a Mi-6 development.

December 14, 1977 : Mi-26 Halo

Biggest operational Helicopter of the World

1981 : Mi-17 Hip H

A newest Mi-8, the Mi-17 has an improved structure and better electronic systems.

Uses the Mi-14's Isotov TV3 engines



November 10, 1982 : Mi-28 Havoc

<u>Middle 80s :</u> Mi-30 / Mi-32 Tilt rotors projects, not built.

<u>**1986**</u> : Mi-34 Hermit A light helicopter, the Hermit is primary used in civilian missions.

Rotor diameter: 10 m Length: 11.4 m Height: 2.75 m Weight: 1450 Kg Engine: 1 piston engine M-14B26B of 350 hp Speed: 225 km/h Range: 360 km Service Ceiling: 5000 m



<u>? : Mi-38</u> The replacement of the Mi-8 / Mi-17 family

<u>?: Mi-44</u>