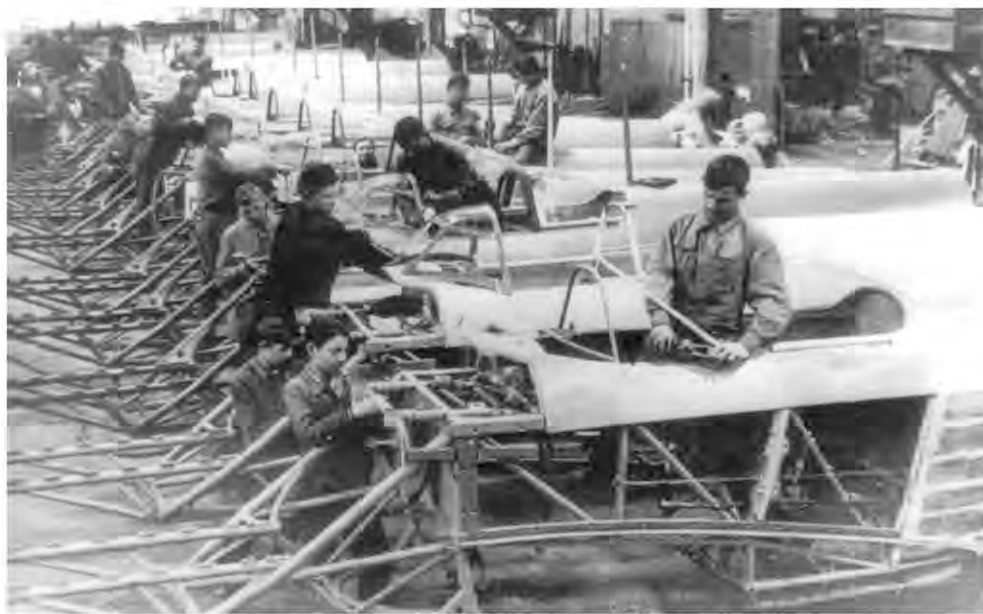


## Interior Finishes

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Yak fuselages on the production line. An interesting point to note is the different colours of the engine mounts/framework between the two fuselages in the foreground and the others. This may be the result of different sub-component production facilities or groups of workers using different primer materials.

Aircraft interiors are also finished according to strict specifications, and the aircraft of the Soviet Air Force were no exception. What follows is the (almost) complete description of these interior finishes.

Since the 1930s the primary interior colour of Soviet aircraft had been an oil enamel A-14 of a steel-grey colour (approx. FS 26293), and its variant A-14f. It was used on interior surfaces of the fuselage, crew cabins, the airframe, wheel hubs, undercarriage legs, engine mounts, inner surfaces of flaps and other interior details, and sometimes on the engine. This colour was applied over a yellowish (its shade varied considerably, not unlike zinc chromate) ALG-1 primer used on metal surfaces. Wooden surfaces were covered with A-14 directly, without any primer. The A-14 was semi-matt.

The decree of May 1940 confirmed, in addition to the A-14, the use of other colours for interior surfaces: light grey enamel AE-9, dark grey AE-10 (for parts of wooden seaplanes below the water line), and light blue AE-14 (for inner surfaces of wooden seaplanes above the water line). All these paints had existed in the 1930s.

The camouflage instructions issued in July 1941 introduced a primer finish consisting of half A-14 and half ALG-1, with the addition of a small amount of powdered aluminum. This was then to be used on all interior metal surfaces, but these parts had to first be chemically cleaned and treated. No wonder that still later they reverted to the use of basic ALG-1 primer, followed by a coat of ALG-5, a greyish-green matt lacquer, and a then a final coat of light grey oil-enamel A-9.

For wooden surfaces there were four different

finishes that could be used:

1. Two coats of aluminum colour applied over grey nitro lacquer DD-113;
2. Two coats of grey chlorvinyl enamel DD-118B, or three coats of DD-118A (approx FS 26173). Sometimes these paints had a silvery tint.
3. Two coats of A-14; or
4. One coat of resin glue VIAM-3B<sup>13</sup>.

This latter material was used extensively on aircraft made of "delta-drevesina"<sup>14</sup>, which was manufactured using this resin. The first prototype of the Lavochkin I-301 was covered with VIAM-3B resin not only on its interior surfaces, but it was primed on all outer surfaces with it as well!

During repairs the primer that was used depended upon what had been originally used on

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<sup>13</sup> VIAM – Vsesoyuznii Institut Aviatsionnikh Materialov (All-Union Institute for Aviation Materials)

<sup>14</sup> "Delta wood" – a type of plywood in which thin (typically 1 mm) layers of birch or similar wood were impregnated with formaldehyde resin and bonded under pressure.