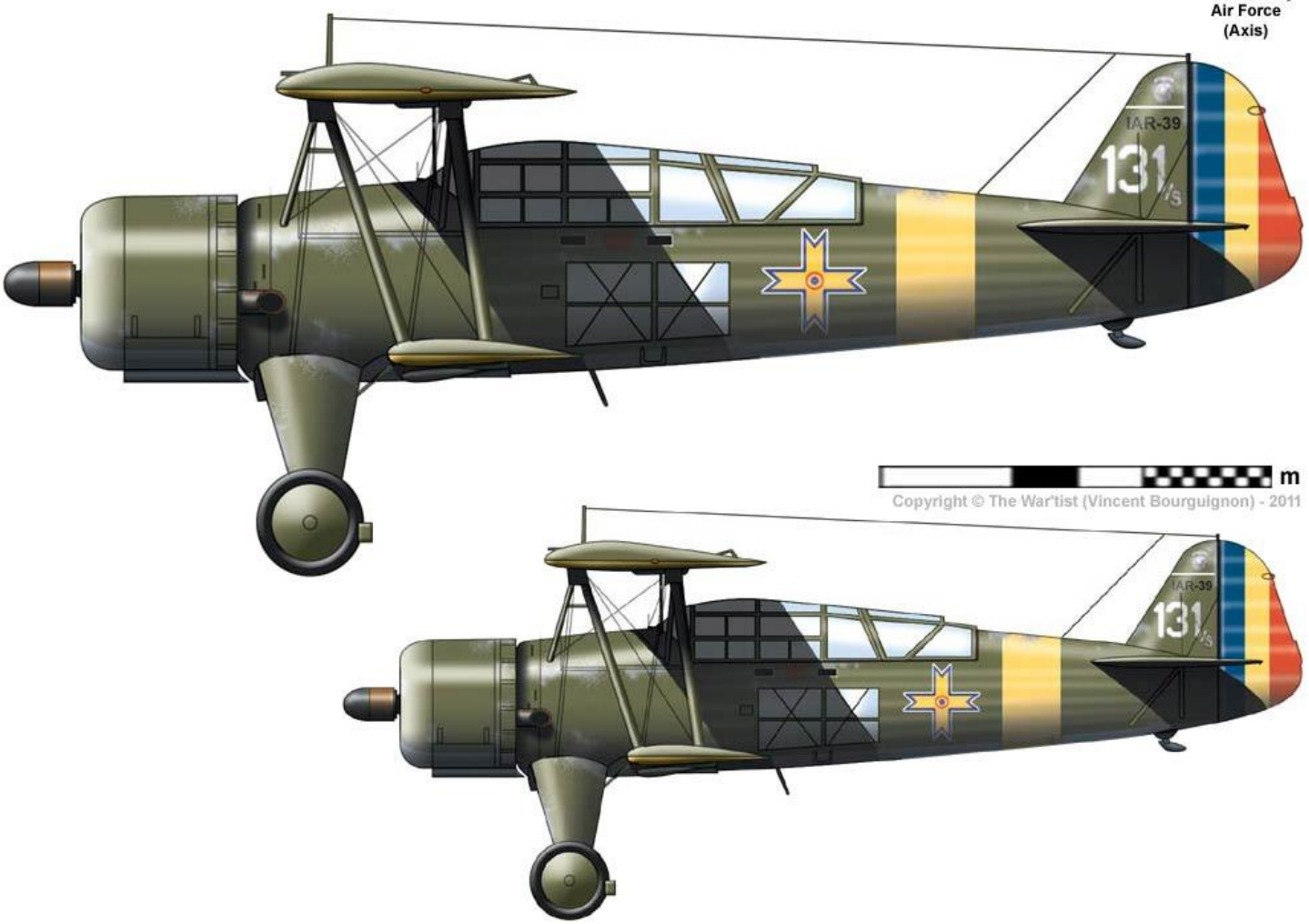
I.A.R. 39

La société I.A.R. (Industria Aeronautica Romania) construisait, dans les années 30, des avions sous licence (PZL P11 puis P24, Potez 25). En 1936, le bureau d'études IAR-Brasov mit au point un projet d'avion de reconnaissance et de bombardement léger (IAR 37) dérivé amélioré du Potez 25. Une première série de 50 appareils fut produite en 1937. Les résultats des unités opérant sur l'IAR 37 et sa variante IAR 38 à moteur BMW conduisirent à de légères modifications, qui donnèrent lieu à la variante IAR 39, dont le premier exemplaire effectuait son premier vol le 13 mars 1940. La production se concentre alors sur l'IAR 39. Début 1942, l'usine IAR de Brasov, engagée dans d'autres montages (1AR 80, Savoia 79) et surchargée, transfère la production des IAR 39 à la société SET de Bucarest qui, pour distinguer ses appareils de ceux montés par IAR Brasov, ajoute un /S à leur numéro de série. L'IAR-39 était un avion de reconnaissance roumain et un bombardier léger de l'entre-deux-guerres et de la Seconde Guerre mondiale dans une conception de biplan mixte. L'entraînement était assuré par un seul moteur radial IAR C 14-IV C32 avec 870 ch. Le vol du prototype eut lieu en 1939, et dans les années 1940-1944 environ 160 appareils de ce type furent produits. L'IAR-39 a été créé comme un développement des conceptions précédentes de l'usine Industria Aeronautica Romana, c'est-à-dire les machines IAR-37 et IAR-38. Il différait de l'IAR-38 par l'utilisation d'un bloc d'alimentation, d'une structure renforcée et de meilleures performances. Les avions IAR-39 ont été intensivement utilisés par l'armée de l'air roumaine lors des combats sur le front de l'Est en 1941-1944. Ils participent à l'opération Barbarossa et aux combats de Stalingrad en 1942-1943. En 1943, ils ont été principalement utilisés pour des tâches de patrouille dans le bassin de la mer Noire. Au cours de la seconde guerre mondiale, les IAR 39 servirent avec l'Armée Roumaine contre l'Union Soviétique puis, après le coup d'état du 23 août 1944, contre l'Axe. En 1944, ils étaient encore utilisés dans les batailles avec l'Armée rouge, jusqu'à la signature d'un cessez-le-feu entre la Roumanie et l'Union soviétique. Spécifications (IAR 39): Biplan de reconnaissance et de bombardement léger, monomoteur triplace. Envergure: 13,10m, Longueur 9,60 m, masse en charge, variante bombardier 3086 kg, variante reconnaissance 3007 kg. Vitesse maximale 330 km/h. Moteur en étoile à refroidissement par air, pour IAR Brasov: IAR K-14 IIC-32 de 870 CV, pour SET Bucarest IAR-14K IVC-32 développant 1025 CV. Armement défensif: 4 mitrailleuses Browning de 7,92 mm (IAR), 3 pour la SET. Armement offensif: 24 projectiles de 12 kg.

Industria Aeronautica Romania IAR.39

Light Reconnaissance-Bomber

Romanian Royal Air Force (Axis)



IAR 39 N°31 d'entraînement de la Force Aérienne Royale Roumaine, 1942. Noter l'inscription "Vian Vultur" sur le fuselage.

Source : http://frrom.com/index.php?page=fr001-i-a-r-39

Version anglaise

In 1936, IAR produced a new project for an observation and light bomber plane designated as IAR-37. Derived from the French Potez 25, the project was fitted by the IAR 14K (a French Gnome-Rhone sublicensed engine). Though, the prototype IAR-37.1 made its first test in spring 1937 with good results. A contract was signed with the Ministry of the Air and Navy and until the end of 1937, 50 planes were delivered. In summer 1938 the IAR designers proposed the available BMW-132 engine and after some modifications on the fuselage, the plane was renamed IAR-38 and the production continued with 75 more planes used only for observation/reconnaissance duties. In November 1938 the new IAR 14K IIC-32 engines were available and 49 IAR-37 received it, but due to some structural problems the IAR plant brought some modifications to the initial project. The resulted plane, named IAR-39 made its first tests in March 1940 and 95 were produced until the end of the year. From 1942 production was transferred to the SET plant in Bucharest where the IAR 39A received a mended engine: the IAR 14K IV C. Production stopped in late 1944 after 160 aircraft were produced. Each SET produced IAR received an “S” added to its serial number. The observation squadrons started to receive the first IAR-37s in 1939 and by the end of 1940 three observation groups were entirely equipped with the IAR-37/38/39 aircraft. From the beginning of the Barbarossa campaign to attack enemy troops, artillery positions, convoys, AA machine-guns or for anti-partisan duties behind the front line. The IAR-38 and 39 squadrons were attached to every corps or army command and were used to observe/photograph the front line and enemy troops movements. In total 11 squadrons (11th, 12th, 13th, 14th, 15th, 16th, 17th, 19th, 20th, 21st and 22nd) and one light bomber squadron (18th). The first loss came on the very first day of the war when an IAR-37 from the 19th Observation Squadron was shot down by a VVS I-153. Two days later the rear gunner (sgt. Vasile Puscasu) of an IAR 39 from the 22nd Observation Squadron shot down an I-16 Rata. During the first campaign 30 IAR-37/38/39 were lost. In 1942 one light bomber and six observation squadrons were used in the Stalingrad campaign from September 1942 to January 1943. 13 IAR-38/39s were lost in that period. During 1943 most of the IAR-38/39s were used mostly for reconnaissance over the Black Sea coast or escort of the convoys between Constanta, Odessa and Sevastopol and as approach reconnaissance for army duties. In 1944, the majority of the IAR-39s were committed to the front in 9 observation squadrons and the remaining IAR-37s equipped the 7th Light Bomber Group. After the events in August, two observation squadrons equipped with 24 IAR-39s from the 2nd Observation Group fought in the Transylvanian campaign. The 1st Observation Group (also with two squadrons) soon joined. it During the fights ten IAR 39 were lost. The old biplanes continued to fly during the continued offensive into pre -1940 Hungary, Slovakia and then the Czech Republic. Due to the lack of fighters, the IARs performed well but had several casualties to the AAA fire. The last IAR 39 loss in WWII was on 8 May 1944 near Voderady in Eastern Moravia. The last mission flown by a ARR IAR-39 was on 9 May, when an aircraft dropped leaflets and observed the surrender of German troops. Beside its utilization on the front line, few IAR-38s were used as trainers for the preparation of the future crews of Ju 87D and from November 1943, some IAR-37s and 39s were used for towing the DFS-230 gliders of the 109th Transport Squadron. After the war, the survivors of the IAR-37/38/39 family received civilian codes and were used until the early 1960s. Unfortunately none were preserved to our days. Despite its vulnerability, low speed and total lack of armor, the IAR-37/38/39 aircraft, nicknamed “Mos Neata”, were used by the ARR from the first to last day of the war. It was very much loved by the infantrymen on the ground, who always felt safely with the old biplane watching over them and directing the artillery fire.

Source : https://www.worldwar2.ro/arr/iar39.htm