Sliding cars with Soviet aircraft engines - like fiction that turned out to be real

The first 'Sever-2' sleighs consisted of a body from Pobeda cars mounted on four skis and powered by an 260-horsepower aircraft engine.

In the cold up to minus 45-50 ° C, "Sever-2s" still sailed on the snow and ice along the banks of the Amur River until the banks of the Lena, Ob and Pechora Rivers for transportation. passengers and mail delivery to people in the Far East of Russia, Siberia, and Kazakhstan.

In 1959, the NI Kamov helicopter design bureau developed the "Sever-2" model. After a long time of lack of specialized transport vehicles for the icy climate due to the war, the arrival of the new sleds in 1959 was indeed a joy to say in words to the people. The first "Sever-2" sleds consisted of a body from Pobeda cars mounted on four skis and powered by an 260-horsepower aircraft engine.

On average, a "Sever-2" sled, which delivers postal deliveries, covers a distance of 12,000-15,000 km per year with an average speed of 30-35 km / h.

So, the Pobeda car mounted on a skateboard and fitted with the 260-horsepower AI-14 aircraft engine turned into a special high-speed terrain vehicle specifically for snow-capped year-round areas. in the north of Russia.

During the two years from 1960 to 1961, 100 "S-2" propellers were manufactured and marketed. However, creating hybrid machines between cars and planes turned out to be a "costly" test that the future of failure had been seen from before.

The problem is: the idea of ??"using a thin sheet steel car body to make a sleigh" is crazy.

It is important to know that the body of a flying sleigh is subjected to a dynamic load of 5 to 7 times greater than the load that a car must drive on flat roads.

The designer realized this only after having "burned" tens of thousands of rubles.