In 1937 designers Aleksei A. Borovkov and Ilyia F. Florov, members of the Polikarpov Design Bureau, elaborated their own independent project of an experimental aircraft registered under No.7211. In this project they intended to combine maneuverability and high controllability of biplanes with high speed of monoplanes. The No.7211 project was designed as the small dimensions aircraft with a pair of cantilever wings (without struts and braces), with a non-retractable-in-hood type undercarriage, powered by the M-85 engine. It was characterized by an open pilot’s cockpit located close in front of a tail fin. The No.7211 aircraft prototype performed its maiden flight on June 1st 1937 and proved its high performance - maximum airspeed 416 km per hour in 5000 m altitude and 18 m per second rate of climb after take-off. Three other prototypes were ordered, marked as I-207/1 with the M-62 engine, the I-207/2 with M-63 engine inside the NACA cowling, and the I-207/3 with the retractable undercarriage which reached airspeed 486 km per hour with the identical engine. In 1940 one aircraft more was built, the I-207/4 type with the cockpit canopy, the M-63P engine inside the more aerodynamic cowling with big propeller hub spinner and the three-blade propeller. In October 1940 the I-207/3 was tested as the dive-bomber with two FAB-250 bombs hung below the lower wing. It proved successfully, but it was never manufactured in lots because of its insufficient operation range. In the same year also Merkulov’s DM ram-jet engines were tested on the I-207/3.

Technical specification:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
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<tbody>
<tr>
<td>Wingspan</td>
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<tr>
<td>Length</td>
<td>6.34 m</td>
</tr>
<tr>
<td>Wings area</td>
<td>18.00 m²</td>
</tr>
<tr>
<td>Max.airspeed</td>
<td>486 km/h</td>
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<tr>
<td>Ceiling</td>
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Technické údaje a výkony:

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<td>rozpětí křidel</td>
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<tr>
<td>délka</td>
<td>6.34 m</td>
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<tr>
<td>nosná plocha</td>
<td>18.00 m²</td>
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<tr>
<td>max.rychlost</td>
<td>486 km/h</td>
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<tr>
<td>dostup</td>
<td>10 200 m</td>
</tr>
</tbody>
</table>
KUSOVNÍK A ZNAČENÍ DÍLŮ
NUMBERS OF PARTS

Vyvratat
Open hole

Zhotovte nové
To make new

Lepidlo na kov
Glue for Metal

Barva
Colour

Možnost volby
Optional

Nelepit
Do not cement

Odfízíznout
Remove

Opilovat
File off

Přehnout
To bend

A
šedá/Subframe Grey
Hu 162/Ag R4

B
hlíniková/Aluminium
Hu 56/Ag 46Me

C
rez výfuků/Rust
Hu 113/Ag 47Me

D
černá/Matt Black
Hu 33/Ag 07

E
kůže/Leather
Hu 62/Ag 30

F
plátno/Linen
Hu 74/Ag 27
1. Prototyp I-207/3 v období zkoušek.
The prototype I-207/3 in test time.
2. Letoun 1-207 z předsérie zkoušený v Karélii jako střemhlavý bombardér se dvěma pumami FAB-250. The pre series aircraft 1-207, when was tested as dive-bomber with two FAB-250 bombs in Carelian.