Douglas A. Joyce

Sukhoi Su-27 Series Theodore Gianna, 2023-09-20 Sukhoi Su-27 production began in 1982. The Su-27 project, however, started in 1969, when the United States declared intentions to construct a new fighter, the F-15 Eagle. The Soviet government wasted no time developing a response to counterbalance the latest American aircraft. The project was named the 'Promising Frontline Fighter Project'. Sukhoi was chosen as the project's winner, and the new frontline fighter was named the Su-27.After the Su-27 entered service with the Russian Air Force (VVS), the sky was the limit for Sukhoi and its family of fighters. The company churned out outstanding variants of the Su-27 series. The first variant is the Su-30 two-seat all-weather, air-to-air, and air interdiction missions multirole fighter. The Su-30, which evolved from the Su-27UB two-seat combat trainer, features updated avionics and can conduct ground attack missions. The following aircraft is the two-seat Su-32 fighter bomber. It was designed for round-the-clock, all-weather engagement of ground and surface targets at considerable distances from home bases. It also has precision-guided weapons to attack enemy aircraft in an intense counter-fire and ECM environment. The subsequent aircraft is the Su-33 all-weather carrier-based twin-engine air superiority fighter, designed primarily for use on the Russian 'Admiral Kuznetsov' heavy aviation cruiser. Next is the superb Su-34 multifunctional supersonic fighter bomber which is equipped with the 'Kinzhal' hypersonic missile system. Then comes the granddaddy of the series, the Su-35S 4++ generation multirole super-maneuverable fighter, arguably the most visually striking fighter aircraft on the market today, and is an exceedingly lethal adversary in a combat situation. It possesses extreme super maneuverability and is exceptionally agile and quick.

It could also strike targets on the ground. Lastly, there was the Su-37, the most maneuverable variant due to the 'Thrust Vector Control' (TVC) system, which allowed the aircraft to evade a stall scenario during low-speed situations when the control surfaces became ineffective. Using TVC, the aircraft could be controlled in these conditions by relying on engine thrust as opposed to airflow. The Su-37 project was terminated, and only one Su-37 was produced. Nonetheless, the Su-35s today continue to utilize TVC technology.

Sukhoi Su-35s Flanker E Robert Pied, Nicolas Deboeck, 2021-08-31 The first close-up look at the newest version of the Flanker, recently taken into service by the Russian Air Force. Including spectacular, never before seen details such as cockpit, thrust-vectoring engine exhausts and more.

Sukhoi Su-15 Yefim Gordon, Dmitriy Komissarov, 2015-04-30 A history of this supersonic Soviet interceptor, including useful information for model makers. In the late 1950s, the Sukhoi Design Bureau, already an established fighter maker, started work on a successor to its Su-9 and Su-11 single-engined interceptors for the national Air Defense Force. Similar to its predecessors, the new aircraft, designated Su-15, had delta wings; unlike the Su-9/Su-11, however, it had twin engines and lateral air intakes freeing up the nose for a powerful fire control radar. First flown in May 1962, the Su-15 officially entered service in 1965 and was built in several versions, the late ones having cranked-delta wings and a more capable radar. Being an air defense fighter, the Su-15 frequently had to deal with intruders. Unfortunately the aircraft gained notoriety in two separate incidents involving shoot-downs of Boeing airliners (a 707 in 1978 and a 747 in 1983), both of which were South Korean and had intruded into Soviet airspace on what were very probably clandestine spy missions. This book describes the developmental and service history of the Sukhoi Su-15, and contains a comprehensive survey of all model-making kits currently available on the market.

Sukhoi Su-30 Super-Manoeuvrable Family Hugh Harkins, 2016-03-15 The Su-30MKI family of super-manoeuvrable multi-role combat aircraft share the same numerical designation as the Su-30MKK/MK2 family of combat aircraft although both design groups, despite being directly descendant from the first generation Su-27, took different evolutionary paths. Numerical designation and some first glance looks aside, the Su-30MKI family are fundamentally different designs from the Su-30MKK/MK2 family in terms of primary design role, internal systems and structure; certainly in regards to the latter the Su-30MKK/MK2 having more in common with the Su-27M (first generation Su-35) than the Su-30M from which the Su-30MKI is clearly derived; this design clearly having evolved from the Su-30M which was developed from the Su-27UB two-seat operational conversion trainer variant of the Su-27S singleseat air superiority fighter. This volume covers the evolution of the Su-30 design from the Su-27, which was born out of the T-10 development program of the 1970's. The evolution of the Su-30M interceptor into the multi-role Su-30MK and ergo the Su-30MKI 'super-manoeuvrable' series is detailed. The various design models, the Su-30MKI for India, Su-30MKM for Malaysia, Su-30MKI(A) for Algeria and the domesticated Su-30SM (Russian CM) for Russia and Kazakhstan are described in detail, as are the weapons that can be employed by the respective variants. All technical information regarding the aircraft, systems and weapons have been provided by the respective manufacturers, as have many of the photographs and graphics. Certain elements of text, when pertinent, are taken from the

volumes 'Sukhoi Su-35S 'Flanker' E, Russia's 4++ Generation Super-Manoeuvrability Fighter' and 'Sukhoi T-50/PAK FA, Russia's 5th Generation 'Stealth' Fighter'.

Sukhoi Su-30 Mkk/Mk2/M2: Russo-Kitayshiy Striker from Amur Hugh Harkins,2015-10-27 The Su-30MKK/MK2/M2 family of combat aircraft share the same numerical designation as the Su-30MK/MKI/SM family of multi-role combat aircraft which were clearly derived from the Su-30M, which was, itself, derived from the Su-27UB two-seat operational conversion variant of the Su-27S singleseat air superiority fighter. However, the numerical designation and some first glance looks aside, the Su-30MKK family is fundamentally a different design from the Su-30MKI family in terms of primary design role, internal systems and structure; certainly in regards to the latter the aircraft having more in common with the Su-27M (first generation Su-35) than the Su-27UB or Su-30M. This volume covers the evolution of the Su-30 design from the Su-27, which was born out of the T-10 development program of the 1970's. The evolution of the Su-30M interceptor into the multi-role Su-30MK is described. The Su-30MKK is covered in detail, as are the improved Su-30MK2 for the export market and the Su-30M2 strike fighter developed for the Russian Federation Air Force. The aircraft and systems are described in detail, as are the weapons that can be employed by the respective variants. The enigma that is the Su-35UB is included as that aircraft, in regards to structure, has more in common with the Su-30MKK family than any other Su-27 family variant. All technical information regarding the aircraft, systems and weapons have been provided by the respective manufacturers, as have many of the photographs and diagrams. Elements of the first and fifth chapters borrow certain texts from the volumes 'Sukhoi Su-35S 'Flanker' E, Russia's 4++ Generation

Super-Manoeuvrability Fighter' and 'Sukhoi T-50/PAK FA, Russia's 5th Generation 'Stealth' Fighter'.

Sukhoi Su-27sm(3)/Skm Hugh Harkins,2016-06-17 Sukhoi Su-27SM(3)/SKM - The purpose of this volume is to detail the Sukhoi Su-27SM(3)/SKM family of 4th+ generation multirole combat aircraft which emanated from an upgrade program for serial production Su-27S 4th generation air superiority fighter aircraft and a new build program for Su-27SKM and Su-27SM3 aircraft for the export and domestic markets respectively. The volume covers the evolution of the first generation Su-27 air superiority fighter, which was born out of the T-10 development program of the 1970's, leading to the 21st century Su-27SM(3)/SKM multirole combat aircraft through the anomaly that was the Su-30KI development of the late 1990's. No attempt is made to detail the plethora of developments that evolved from the Su-27 such as the two-seat Su-30 families, attention being fixed on the further development of the single-seat Su-27S into the Su-27SM(3)/SKM variants. All technical information regarding the aircraft, systems and weapons have been provided by the respective developers/manufacturers, as have many of the photographs and graphics. Certain elements of text, when pertinent, are taken from the volumes 'Sukhoi Su-35S 'Flanker' E, Russia's 4++ Generation Super-Manoeuvrability Fighter' and 'Sukhoi Su-30MKK/MK2/M2 - Russo Kitashiy Striker from Amur'.

Sukhoi Su-27 Flanker Jon Lake, 1994 En beskrivelse af den avancerede Su-27 serie.

Su-33: Russia's Carrier-Borne Strike Fighter Hugh Harkins,2019-07-07 The intent of this volume is to detail the Sukhoi Su-33 (Su-27K) fourth generation naval strike fighter aircraft design procured for service aboard the Soviet Union (later Russian Federation) Project 1143.5 Aircraft Carrying Heavy Cruiser, Admiral of the Fleet of the Soviet Union, Kuznetsov. The volume covers the evolution of the T-10K, which was developed for service as the Su-33, and the limited updates introduced. All technical information regarding the aircraft, systems and weapons have been provided by the respective designers/developers, as has most of the graphic material, with technical and graphic input from other entities such as the Ministry of Defence of the Russian Federation. Certain elements of text, where pertinent, are taken from the volume 'Sukhoi Su-27SM(3)/SKM' (Harkins, 2016) and 'Russian/Soviet Aircraft Carrier & Carrier Aviation Design & Evolution Volume 2' (Harkins, 2017). No attempt is made to detail the Su-27KUB experimental design or the Chinese Su-33 copy, the Shenyang J-15, which are outside the scope of the volume, although both are referred to in the addendum.

Su-34: Russia's 4th+ Generation Strike Fighter Hugh Harkins,2019-10-18 Su-34The Sukhoi Su-34 'Fullback' strike fighter was developed from the Sukhoi Su-27 'Flanker' air superiority fighter as a 4th+ generation stike aircraft for service with the VKS - Russian Federation Air Force - from the second decade of the twenty first century. The Su-34 was designed to replace the Russian Federations aging fleet of Sukhoi Su-24M/2 variable-geometry strike aircraft and possibly the Su-24MR in the tactical reconnaissance role. Conceived under the T-10V program in the twilight years of the Soviet Union -Union of Soviet Socialist Republics - the design weathered the financial crisis that gripped Russia following the break-up of that union on 25 December 1991. The T-10V matured into an advanced strike aircraft, deliveries to the Russian Federation Air Force commencing in second half of the first decade of the twenty first century.This volume covers the program from conception to operational service with chapters describing the aircraft design, development, production, systems, weapons complexes and strike operations flown by the Russian Aerospace Group supporting the Syrian Arab Republic in the civil war that gripped that nation in the 2010's.

Sukhoi Su-27 & 30/33/34/35: Famous Russian Aircraft Yefim Gordon, Dmitriy Komissarov, 2018-10 The Sukhoi Design Bureau was tasked in 1969 with developing a fourth-generation heavy fighter and thus began the story of the Su-27, known to the western world as the Flanker--an aircraft which turned out to be one of the most successful Soviet fighter designs. This book tells the story of how the original project developed, how the final configuration of what was known as the T-10 was selected and why the brave decision to scrap the original project and rework it as the T-10S was taken, a decision that proved to be justified. The book covers the design and testing of the prototypes in both configurations, the production entry of the basic Su-27 singleseat fighter and the Su-27UB two-seat combat trainer together with the efforts of Sukhoi to keep them up to date with mid-life upgrades to Generation 4++' (Su-35S) level. The operational histories of Su-27 versions including the Su-30/Su-34/Su-35 are also described. When the Soviet Navy decided to bolster its fleet with carriers optimized for conventional take-off and landing (CTOL) aircraft, Sukhoi responded by developing the Su-27K, which later entered service as the Su-33, Russia's first operational CTOL shipboard fighter. These naval variants are included in the book as is a chapter describing the story of how China purchased license manufacturing rights for the Su-27 and went on to develop its own versions with indigenous avionics and weapons, including the basic J-11 fighter and the J-15 Flying Shark--a clone of the Su-33. The post-Soviet republics included, the

Su-27/Su-30/Su-34/Su-35 family has seen service with nearly 20 nations, including places as far apart as Vietnam, Malaysia, Ethiopia, Indonesia, Angola, India and Venezuela. The book describes in depth the development and operational career of the Su-27 family, including mid-life upgrades and the latest variants, and features detailed fleet lists. Richly illustrated with color photographs, line drawings and color profiles of the various color schemes carried by the type, this is the definitive work on a truly outstanding aircraft.

Polish Wings Dariusz Karnas,2009-08-31 The Polish Air Force was a major user of Sukhoi's heavyweight fighter-bombers for more than 30 years. Starting with delivery of the Su-7BM in 1964, with the -BKL variant following from 1966 and eight 2-seat Su-7Us from 1969, the Poles then operated the swing-wing Su-20 from 1974 to 1997. This new volume in the Polish Wings series describes and illustrates all these Polish Sukhois, with full details of all the airframes and their fates, detailed description of color schemes and markings, as well as many color photos and color profiles. This book is an invaluable reference source for aircraft historians and enthusiasts, and scale modelers.

<u>Flying beyond the stall</u> Douglas A. Joyce,2014 The X-31 Enhanced Fighter Maneuverability Demonstrator was unique among experimental aircraft. A joint effort of the United States and Germany, the X-31 was the only X-plane to be designed, manufactured, and flight tested as an international collaboration. It was also the only Xplane to support two separate test programs conducted years apart, one administered largely by NASA and the other by the U.S. Navy, as well as the first X-plane ever to perform at the Paris Air Show. Flying Beyond the Stall begins by describing the government agencies and private-sector industries involved in the X-31 program, the genesis of the supermaneuverability concept and its initial design breakthroughs, design and fabrication of two test airframes, preparation for the X-31's first flight, and the first flights of Ship #1 and Ship #2. Subsequent chapters discuss envelope expansion, handling qualities (especially at high angles of attack), and flight with vectored thrust. The book then turns to the program's move to NASA's Dryden Flight Research Center and actual flight test data. Additional tasking, such as helmet-mounted display evaluations, handling quality studies, aerodynamic parameter estimation, and a tailless study are also discussed. The book describes how, in the aftermath of a disastrous accident with Ship #1 in 1995, Ship #2 was prepared for its outstanding participation in the Paris Air Show. The aircraft was then shipped back to Edwards AFB and put into storage until the late 1990s, when it was refurbished for participation in the U. S. Navy's VECTOR program. The book ends with a comprehensive discussion of lessons learned and includes an Appendix containing detailed information.

Russia's Warplanes Piotr Butowski,2016-12-31 Following the success of the first offering in the series, Harpia Publishing presents the second volume of Russia's Warplanes, completing what has become a standard reference work on the subject. Once again researched and written by the acknowledged expert in the field, the book draws upon the author's unrivaled connections within the Russian aerospace industry to conclude this comprehensive directory of the country's latest military aviation hardware. The result forms an essential companion to Volume 1, which detailed tactical combat aircraft, attack and transport helicopters, reconnaissance and surveillance aircraft, and special mission aircraft including airborne command posts and relay aircraft. Between them, the two works

present in full detail the fixed-wing aircraft and helicopters that equip the various Russian air arms, as well as those developed for and operated by foreign states in the post-Soviet era. Alongside technical descriptions for each military aircraft - and every significant subvariant - currently available from Russia's aerospace industry, or otherwise in large-scale service, Piotr Butowski provides historical background and accurate data relating to production and operators around the world. Full coverage is extended to upgrades, as well as the new avionics and advanced weapons that these introduce. The second volume in the series is dedicated to long-range bombers including the Tu-95MS and Tu-160 that recently made their combat debuts over Syria - maritime patrol and antisubmarine warfare aircraft, strategic transport and tanker aircraft, theater transports, and trainers. The work provides authoritative accounts of Russia's current and future strategic bomber programs, as well as other fascinating types including the world's largest military transport, the An-124, and the new-generation Yak-130 advanced trainer and light attack aircraft. In common with previous Harpia titles, the book contains a wealth of high-quality photographs, many of which have never previously been published.

Technology and Nationalism Marco Adria,2010-01-28 Revisiting Marshall McLuhan's work on the ways that technologies influence societies, Adria reconsiders the effects technologies have had on Canadian regionalism and nationalism. Offering key insights into media history, the author outlines the influence that newspapers, radio, and television have had in forming a mindset ready to welcome the internet age. As the digital revolution continues to shape the world into a global village, Technology and Nationalism provides a detailed and overdue reflection on the influence of technology on the social and political bonds we form and inhabit.

Sweeping Forward ,2013 The X-29 was an unusual aircraft with a truly unique silhouette. It combined many features that challenged the technologies of its day and represented special problems for the developers and the team of testers responsible for documenting its features and design goals. This book is a look at the big picture of what this team accomplished in a relatively fast-paced test program involving the truly unique X-29.

Star Wars Origami ,2012-08-07 Kids love origami-and what could be cooler than transforming a piece of paper into Boba Fett, Princess Leia, Yoda, or R2-D2? And not just any paper, but custom-designed paper illustrated with art from the movies. Star Wars® Origami marries the fun of paper folding with the obsession of Star Wars. Like The Joy of Origami and Origami on the Go, this book puts an original spin on an ancient art. And like Star Wars® Scanimation® and Star Wars® Fandex®, it's a fresh take on Star Wars mania. Chris Alexander is a master folder and founder of the popular website StarWarsOrigami.com, and here are 36 models, clearly explained, that range in difficulty from Youngling (easy) to Padawan (medium), Jedi Knight (difficult), and Jedi Master (tricky!). A front section introduces origami definitions and basic folds. Bound in the back is the book's unique folding paper, two sheets for each figure. Illustrated with original art, it makes each creation-the essential lightsabers, the Death Star, and much more-true to the movies. Star Wars Origami includes a foreword by Tom Angleberger, author of the New York Times bestsellers The Strange Case of Origami Yoda and Darth Paper Strikes Back, and is scheduled to be published at the same time as Angleberger's upcoming book, The Secret of the Fortune Wookiee.

Russia's Military Modernisation: An Assessment The International

Institute for Strategic Studies (IISS),2020-09-29 This new IISS Strategic Dossier examines the recent development of Moscow's armed forces and military capabilities. It analyses the aspirations underpinning Russia's military reform programme and its successes as well as its failures. The book also provides insights into Russia's operational use of its armed forces, including in the intervention in Syria, the goals and results of recent state armament programmes, and the trajectory of future developments. This full-colour volume includes more than 50 graphics, maps and charts and over 70 images, and contains chapters on: Russia's armed forces since the end of the Cold War Strategic forces Ground forces Naval forces Aerospace forces Russia's approach to military decision-making and joint operations Economics and industry At a time when Russia's relations with many of its neighbours are increasingly strained, and amid renewed concern about the risk of an armed clash, this dossier is essential reading for understanding the state, capabilities and future of Russia's armed forces.

<u>Stealth Aircraft Origami</u> Jayson Merrill,2020-03-18 Advanced paperfolders can get stealthy with eight finely detailed bombers and fighters. American, Russian, Chinese, and Japanese aircraft include the B-2 Spirit, Northrop Grumman's B-21, F-117 Lockheed Nighthawk, and J-20 Mighty Dragon.

On Subscale Flight Testing Alejandro Sobron,2018-11-05 Downscaled physical models, also referred to as subscale models, have played an essential role in the investigation of the complex physics of flight until the recent disruption of numerical simulation. Despite the fact that improvements in computational methods are slowly pushing experimental techniques towards a secondary role as verification or calibration tools, real-world testing of physical prototypes still provides an unmatched confidence. Physical models are very effective at revealing issues that are sometimes not correctly identified in the virtual domain, and hence can be a valuable complement to other design tools. But traditional wind-tunnel testing cannot always meet all of the requirements of modern aeronautical research and development. It is nowadays too expensive to use these scarce facilities to explore different design iterations during the initial stages of aircraft development, or to experiment with new and immature technologies. Testing of free-flight subscale models, referred to as Subscale Flight Testing (SFT), could offer an affordable and low-risk alternative for complementing conventional techniques with both qualitative and quantitative information. The miniaturisation of mechatronic systems, the advances in rapid-prototyping techniques and power storage, as well as new manufacturing methods, currently enable the development of sophisticated test objects at scales that were impractical some decades ago. Moreover, the recent boom in the commercial drone industry has driven a quick development of specialised electronics and sensors, which offer nowadays surprising capabilities at competitive prices. These recent technological disruptions have significantly altered the cost-benefit function of SFT and it is necessary to re-evaluate its potential in the contemporary aircraft development context. This thesis aims to increase the comprehension and knowledge of the SFT method in order to define a practical framework for its use in aircraft design; focusing on lowcost, short-time solutions that don't require more than a small organization and few resources. This objective is approached from a theoretical point of view by means of an analysis of the physical and practical limitations of the scaling laws; and from an empirical point of view by means of field experiments aimed at identifying practical needs for equipment, methods, and tools. A low-cost data acquisition

system is developed and tested; a novel method for semi-automated flight testing in small airspaces is proposed; a set of tools for analysis and visualisation of flight data is presented; and it is also demonstrated that it is possible to explore and demonstrate new technology using SFT with a very limited amount of economic and human resources. All these, together with a theoretical review and contextualisation, contribute to increasing the comprehension and knowledge of the SFT method in general, and its potential applications in aircraft conceptual design in particular.

<u>The Chinese Air Force</u> Richard P. Hallion,Roger Cliff,Phillip C. Saunders,Center for the Study of Chinese Military Affairs (National Defense University),2012-10-03 Presents revised and edited papers from a October 2010 conference held in Taipei on the Chinese Air Force. The conference was jointly organized by Taiwan?s Council for Advanced Policy Studies, the Carnegie Endowment for International Peace, the U.S. National Defense University, and the RAND Corporation. This books offers a complete picture of where the Chinese air force is today, where it has come from, and most importantly, where it is headed.

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