

Ilyushin

Yefim Gordon,Dmitriy Komissarov

Famous Russian Aircraft: Ilyushin Il-28 E. Gordon,Yefim Gordon,Dmitriy Komissarov,2015 The Il-28 tactical bomber was a success in all its roles. From Torpedo-bomber, reconnaissance, trainer, and mail carrier, numerous specialized versions were also developed, including testbeds for avionics, weapons, and aircraft systems . A true fighting machine, by the mid 1950s it became the main strike aircraft of the Soviets and later saw action in various armed conflicts in the Middle East, Asia and Africa.

Ilyushin/Beriyev A-50 Yefim Gordon,Dmitriy Komissarov,2015-04-30 Brought out in the late 1970s as a successor to the obsolete Tu-126 airborne early warning aircraft, the A-50 co-developed by the Il'yushin and Beriyev bureaux is one of the most interesting military variants in the field of IL-76 military transport. Differing outwardly from the latter mainly in having a conventional saucer rotodome, the A-50 entered flight testing in 1980; the new Soviet AWACS entered service four years later. The improved A-50M was developed several years after that. The type continues in service with the Russian Air Force today, and the fleet is being upgraded to A-50U standard. This book describes the A-50's thrilling developmental history, taking in its many variants (including the A-50EI export model for India) and gives an extensive overview of the various scale model kits covering the subject currently available on the market.

OKB Ilyushin Yefim Gordon,E. Gordon,Dmitriy Komissarov,Sergey Komissarov,2004 Established in 1934, the Ilyushin design bureau is one of the best-known Soviet/Russian aircraft design companies. Over the years, the Ilyushin OKB has developed aircraft for widely varying roles. Its first aircraft to achieve production status, the DB-3 bomber, entered service in 1936. The IL-2 (Shturmovik) armored attack aircraft brought Ilyushin well-earned fame; this aircraft fought with considerable success during World War II. The OKB's involvement with combat aircraft continued with the experimental IL-22 four-jet counterpart of the English Electric Canberra. However, it was those years that marked the OKB's transition to transport aircraft from the twin-engined IL-12 of 1945 developed as a 'DC-3 replacement', followed by many successful aircraft, including the four-turboprop IL-18 airliner (1957), the four-turbofan long-half IL-62 (1961), the IL-76 military/civil freighter (1971) and the first Soviet wide-body airliner, the IL-86 of 1976. The company has also moved into general aviation with the IL-103 four-seater.

Ilyushin IL-18/20/22 Yefim Gordon,Dmitriyai Komissarov,2004 8= x 11, 260 color & b&w photos Developed as a high-capacity long-range airliner for use on Aeroflot's busiest routes, the Ilyushin IL-18 four-turboprop airliner first flew on July 4th, 1957. Despite some initial difficulties, this Soviet equivalent of the Lockheed Electra eventually proved to be extremely successful, offering high comfort and good operating economics for its day. The IL-18 was supplied to many friendly nations in Eastern Europe, Asia, Africa, the Middle East and the Caribbean. Its uses included passenger and cargo carriage, VIP transportation, support of Soviet research stations in Antarctica, electronic espionage and various research and development programs, both civil and military.This book charts the development history of the IL-18. It also provides information on an earlier piston-engined airliner of the same name which turned out to be ahead of its time and was destined never to enter production. It also describes all the principal commercial versions as well as test and development aircraft.Separate chapters are dedicated to aircraft in the IL18 family which bore separate designations, such as the IL-20M ELINT, the IL-20RT space tracker, the IL-22 airborne command post, the IL-24N ice reconnaissance aircraft used to support commercial shipping operations in the Arctic regions and the IL-38 anti-submarine warfare aircraft.

Ilyushin IL-76 Yefim Gordon,Dmitriy Komissarov,Sergey Komissarov,2001 A familiar sight both in military and worldwide commercial use, the Ilyushin IL-76 was the Soviet's answer to the Lockheed Starlifter. Compiled by noted Russian aviation writers and historians from a wealth of first-hand Russian sources, this book is a comprehensive history of each variant and its service. Extensive tables detail each aircraft built with complete notes on every operator-both civil and military-and their fleets. For military enthusiasts and modelers.

Ilyushin IL-12 and IL-14 Yefim Gordon,Dmitriy Komissarov,2005 This book gives a detailed account of the design and development of the Il-12 and the Il-14. It explains their important place in Soviet commercial aviation history and is based on research in Russian archives. The book contains numerous previously unpublished photos and line drawings.

Ilyushin Il-4 in Action Hans-Heiri Stapfer,Don Greer,2004-01-01 Ilyushin Il-4 in Action (SC). Provides an enlightening look at the WW II Soviet bomber. Includes full color profiles, B&W line art, technical data, 80 B&W photos.

Ilyushin Il-2 Yefim Gordon,Sergey Komissarov,2010 This is the definitive history of the Ilyushin Il-2 Sturmovik and provides detailed coverage on every aspect of this famous warplane. This is perhaps the most famous aircraft in the history of Russian and Soviet aviation. During World War 2 this rugged ground attack aircraft was arguably the Soviets’ most effective weapon. Protected by its heavy armor, the low-flying aircraft was incredibly difficult to shoot down, and its powerful array of weaponry included a cannon, machine guns, rockets, and special HEAT antitank bombs. It was capable of penetrating the armor of every German tank in the field at the time, including the Panther and Tiger tanks, as well as reaping destruction among the ranks of enemy infantry on the ground. The Il-2 was so successful that the design was produced in greater numbers than any other military aircraft in history, with over 40,000 being built between 1941 and 1955.

Ilyushin Il-28 Beagle Yefim Gordon,Dmitrii Komissarov,2002 Entering service with the USSR Air Force in 1950, the Ilyushin IL-28 Beagle has been dubbed 'The Russian Canberra.' This is the first in-depth study of the long-serving light bomber. Besides the USSR, it served with the air forces of Egypt, China, Czechoslovakia and Poland. The aircraft had a maximum speed of 600 mph at sea level and 515 mph at 36,000 feet. IL-28 was armed with two, fixed forward-firing 23-mm cannons and two, 23-mm cannons in a manually-directed tail position.Hardcover, 7-1/2 x 9-1/2, 224 pp, 24 color, 162 b/w and 36 line drawings

Ilyushin Il-2 Victor Povinsky,2020-01-19 40 color profiles of the famous Ilyushin Il-2, Russian WW2 famous attack aircraft, showing variety of the camouflage and markings of different units.

Ilyushin Il-28 Dariusz Karnas,2015-04-09 Scale plans in 1/72, 1/48 of Il-28 bomber variants. All bomber versions are shown.

Ilyushin Il-2 and Il-10 Shturmovik Yefim Gordon,Sergey Komissarov,2004 This is a detailed history of the Il'yushin Shturmovik which formed the backbone of the Soviet air force for much of World War Two.

Polish Wings No. 33 Ilyushin Il-2 Wojciech Zmyslony,2023-08-15 The renowned Soviet attack aircraft Il-2 and its various models within the Polish Air Force have been extensively documented with unmatched detail. This publication comprises numerous unpublished photographs obtained from private collections, along with a series of specially commissioned color profiles that illustrate and describe the color schemes and markings used. The book is composed of 96 pages and contains a total of 52 color profiles.

Ilyushin Il-10 Michal Ovčáčík,Karel Susa,2008

Ilyushin Il-10 Michal Ovčáčík,Karel Susa,2008

Ilyushin Il-2 Shturmovik, Two-Seat Versions Victor Povinsky,2019-09-19 Scale plans in 1/72 and 1/48 scale of the famous Russian Ilyushin Ilyushin Il-2 Shturmovik, two-seat versions.

Aeroplane Adam Bialek,2021-04-08 Photographic documentation of the aircraft, with visible details of the external construction elements. The album contains only photos. There is no text or description in the album. IL-28.

Reconnaissance plane, 1950, USSR. Span 22.65 m (with additional fuel tanks) Length 17.65 m Take-off weight (nominal) 19,500 kg Maximum speed 876 km/h Ceiling 12,300 m Range 3150 km Armament Powerplant: 2 x VK-1, rated at 2700 kG (2646 kW) The aeroplane was designed as a high wing, twin engine bomber, with a nose wheel. The crew was limited to three men: pilot, navigator/bombardier and rear gunner/radio operator. There were two pressurised compartments, increasing the crew's comfortable working environment in high altitudes. Under the straight leading edges, two engine nacelles with main undercarriage wheel bays were assembled. Swept vertical and horizontal stabilisers allowed for keeping appropriate steering and stability at high speeds. Armament consisted of a 3000kg maximum bomb load, carried in the fuselage inner bomb bay and four 23mm cannons - two fixed in front, on the both sides of fuselage and twin movable cannons at the rear. The first Il-28 bombers reached Soviet air regiments at the beginning of 1950 and gained recognition among the flying personnel for its outstanding flying characteristics. The ground crews valued the aircraft for its access to engines and other equipment. Along with the Il-28, a reconnaissance version was developed. It was flown in April 1950, and was intended for night or day use, tactical and operational reconnaissance. The aircraft's bomb bay was adopted to carry different cameras, photo flash bombs, flares and fuel tanks. Additional fuel tanks were attached at the wing tips. The Il-28R was armed with three 23mm cannons. In the following years the Il-28 was utilised for radio reconnaissance and electronic warfare (passive and active jamming of enemy electronics). The Il-28 aircraft were in service in many countries. They were also engaged in some military conflicts.

Il-2 Shturmovik Jason Nicholas Moore,2017-05-17

Modern Air Force of Russia: Ilyushin&Tupolev Airplanes Alexander Tigr,2018-06-28 Modern Air Force of Russia: Ilyushin&Tupolev Airplanes

Monino Museum Moscow Ken Duffey,2013-06-19 One of the premier collections of Soviet and Russian aircraft, the Monino museum opened in 1960 and covers an area of about 20 hectares. It has on display more than 173 aircraft and 127 aero engines, with 44 of its exhibits having been declared as monuments of science and technology. The Monino museum charts the history of Soviet and Russian aviation from the earliest pre-revolutionary days until the present time, with exhibits in the form of models, artefacts, posters, aero engines, weapons etc., as well as airframes, ejection seats, rockets covering the later period. This book describes and illustrates all the exhibits on display in this amazing museum. It serves as a guide for those visiting Monino, and a mouth-watering taste for those unable to get there in person!

Uncover the mysteries within is enigmatic creation, **Ilyushin** . This downloadable ebook, shrouded in suspense, is available in a PDF format (PDF Size: *). Dive into a world of uncertainty and anticipation. Download now to unravel the secrets hidden within the pages.

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