

# Ilyushin Il 28

Adam Bialek

**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

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

*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 - 28 Beagle** Nikolaj Vasil'evič  
Ākubovič, Mihail V. Orlov, Vladimir Kotelnikov, 2008

**Early Jet Bombers, 1944-1954** Leo  
Marriott, 2020-01-19 The author of Early Jet  
Fighters: 1944-1954 turns his attention to jet  
bombers in another stunning pictorial history:  
"Don't miss out on this one." -IPMS/USA Using over  
200 archive photographs, Leo Marriott gives us a  
powerful portrait of the first decade in the

development of the jet bomber. This was a time of intense technical innovation that transformed the design and capabilities of the bomber and gave birth to a range of classic military aircraft in the USA, Great Britain, France, and the Soviet Union. The photographs take the story from the earliest jet bombers constructed in Germany toward the end of the Second World War to the successful designs both sides depended on through the first phase of the Cold War. The pace of development was rapid and remarkable, from initial prototypes built in Germany—the Arado 234 and the Junkers Ju. 287—to the fleets of advanced jet bombers like the British Canberra and V-bombers, the American B-47 and B-52, and the Soviet Il-28 Beagle and Tu-16 Badger. The images of the prototypes give a fascinating insight into the extraordinary technical challenges and the ambition and inventiveness of the designers and manufacturers who overcame them. “Excellent coverage of a lesser-known aspect of airpower development . . . the wealth of photos makes it enjoyable and interesting.” —Air Power History

*Soviet Strategic Aviation in the Cold War* E. Gordon, Yefim Gordon, 2009 Born in the 1930s, the Soviet Air Force's long-range bomber arm (known initially as the ADD and later as the DA) proved itself during the Second World War and continued to develop in the immediate post-war years, when the former allies turned Cold War opponents. When the strategic bomber Tu-4 was found to be too 'short-legged' to deliver strikes against the main potential adversary – the USA, both Tupolev and Myasishchev OKBs began the task by creating turbine-engined strategic bombers. By the Khrushchev era in the mid/late 1950's the Soviet defence industry and aircraft design bureaux set about adapting the bombers to take air-launched missiles for use against land and sea targets and in 1962 the DA fielded its first supersonic

aircraft - the Tu-22 Blinder twinjet, which came in pure bomber and missile strike versions. The Brezhnev years saw a resurgence of strategic aviation with the Tu-22M Backfire 'swing-wing' supersonic medium bomber entering service in the mid-1970s followed in 1984 by the Tu-95MS Bear-H and Tu-160 Blackjack which were capable of carrying six and 12 air-launched cruise missiles respectively. Soviet Strategic Aviation in the Cold War shows how the DA's order of battle changed in the period from 1945 to 1991. Major operations including the air arm's involvement in the Afghan War, the Cold War exercises over international waters in the vicinity of the 'potential adversary' and the shadowing of NATO warships are covered together with details of Air Armies, bomber divisions and bomber regiments, including their aircraft on a type-by-type basis. Over 500 photos, most of which are previously unpublished in the West, are supplemented by 61 colour profiles, colour badges and line drawings of the aircraft and their weapons, making this an essential reference source for the historian and modeller alike.

*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.

**Fighting Cockpits** Donald Nijboer, 2016-06 Jump into the cockpits of fighter aircraft from WWI to modern day. Incredible photography of the MiG, Messerschmitt, Tomcat, and many more.

*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-turboprop long-haul 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.

**Tupolev Tu-2, Sukhoi Utb-2, Shcherbakov Shche-2**  
Lechosław Musiałowski, 2020-04-10 The next book in the popular Polish Wings series is on the famous Russian WW2 bombers and trainers in Polish Air Forces. Covers duty of these aircraft during WW2 and postwar period. More than 120 photos, mostly unpublished, and many colour profiles. Book covers: Tu-2, UTB-2 and Shche-2 aircraft

Wings over Ogaden Tom Cooper, 2015-04-19 With Ethiopia in disarray following a period of severe internal unrest and the spread of insurgencies in Eritrea and Tigray, Ethiopia and its armed forces should have offered little opposition to well-equipped Somali armed forces which were unleashed to capture Ogaden, in July 1977. However, excellently trained pilots of the Ethiopian Air Force took full advantage of their US-made equipment, primarily their few brand-new Northrop F-5E Tiger II fighter-bombers, to take the fight to their opponents, win air superiority over the battlefield, and thus have their hands free to interdict the Somali supply links to stop the invasion cold. This air victory practically sealed

the fate of the Somali juggernaut in Ogaden, especially so once Ethiopia convinced Cuba and the Soviet Bloc to support her instead of Somalia. In a fit of pique, Somalia forced all Soviet advisers to leave the country. Already bitter over similar experiences in Egypt in 1972, Moscow's revenge was designed as a clear message: nobody was to treat her in such fashion again. The USSR subsequently launched an air bridge to Ethiopia, unique and unprecedented in its extension and importance, delivering huge quantities of armament and equipment necessary for the Ethiopians to reconquer Ogaden, and beyond. In turn Somalia asked the USA for help and thus occurred an unprecedented switch of Cold War alliances. This volume details the history and training of both Ethiopian and Somali air forces, their equipment and training, tactics used and kills claimed, against the backdrop of the flow of the Ogaden war. It explains in detail, supported by over 100 contemporary and exclusive photographs, maps and color profiles, how the Ethiopian Air Force won the decisive victory in the air by expertly deploying the F-5Es - unequaled in maneuverability, small size and powerful armament - to practically destroy the Somali Air Force and its MiG-17s and MiG-21s.

Soviet Secret Projects Tony Buttler, Yefim Gordon, 2004 Among the best-selling aviation titles of recent years have been Midland's Lutwaffe and British Secret Projects series. Soviet secret projects now come under the spotlight. This first volume covers bomber concepts from the various design bureaus from the 1940s onwards. Many unusual and sophisticated aircraft are featured in these pages, allowing comparisons between what the Soviets were working on and what was being produced in the West during that period.

**MiGs in the Middle East Volume 1** Davis Nicolle, Tom Cooper, 2021-02-19 Egypt and

Czechoslovakia signed the so-called 'Czechoslovak Arms Deal', thus initiating a unique era of close cooperation between major Arab military powers, the former Union of the Soviet Socialist Republics (USSR) and its allies. During the first decade of this period, the air force of Egypt, followed by those of (in chronological order) Syria, Iraq, Morocco and Algeria, were all equipped with dozens and then hundreds of Soviet-made fighters designed by the Mikoyan I Gurevich Design Bureau - the same swept-wing jets that took the Western powers by surprise during the Korean War. While the first generation of MiG jet fighter - the MiG-15 - saw only a relatively brief service in Egypt, its more efficient and uprated successor, the MiG-17F, entered service in bigger numbers, and then formed the backbone of additional air forces around the Middle East. The MiG-17PF became the first radar-equipped combat aircraft while the MiG-19 became the first supersonic fighter flown by the air forces of Egypt and Iraq, in the period 1958-1963. In Morocco and Algeria, the MiG-17 was the first and the only jet fighter in service during the first half of the 1960s. Unsurprisingly, MiG-15s, MiG-17s and MiG-19s thus served with many different units and - especially in Egypt and Algeria, and also in Syria - wore a wide range of very different, and often very colourful unit insignia and other markings. They were also flown by many pilots who subsequently played crucial roles in the future of their nations. Based on original documentation and extensive interviews with veterans, and richly illustrated, MiGs in the Middle East, Volume 1 is a unique source of reference on the operational history of MiG-15, MiG-17, and MiG-19 fighter jets in Algeria, Egypt, Iraq, Morocco, and Syria from 1955 until 1956. This is the first volume in a mini-series.

Ilyushin IL-18/20/22 Yefim Gordon, Dmitri Aei Komissarov, 2004 8<sup>1/2</sup> 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-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.

**Sukhoi Su-25: Famous Russian Aircraft** Yefim Gordon, E. Gordon, Dmitriy Komissarov, 2020 The Su-25 ground attack aircraft made its first flight on February 22, 1972. After five years of tests the aircraft reached its definitive configuration with new engines, a revised airframe and new armament, entering certification trials which were completed in 1981. A year earlier, however, the initial production Su-25 had received its baptism of fire in the Afghan War. Gradually the Su-25 became the progenitor of a family. The Su-25UB combat trainer came first; the single-seater and two-seater were also built for export as the Su-25K/Su-25UBK. A new line of development began in 1979 with a series of single-seat 'tank buster' variants based on the Su-25UB's airframe but featuring more advanced sighting systems and weapons. The first of these was the Su-25T of 1984, followed by Su-25TM (Su-39) of 1993 making the Su-25 in the end the sole Russian light attack aircraft. The Su-25 has been widely exported, serving with air forces in Europe, Asia, the Middle East, Africa and South America. Apart from the Afghan War, it has seen action in Iraq, Angola, Congo, Eritrea, Ethiopia, Macedonia, Côte d'Ivoire, Sudan and in conflicts between the former Soviet republics. More recently the Frogfoot has been used in the Russian participation in the civil war in Syria War. The book describes the full development and service history of the Su-25, featuring fleet

lists and a design descriptions. It is illustrated throughout with numerous photos and color profiles.

**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.

**Sukhoi Su-57-Op/HS** Yefim Gordon, Dmitriy Komissarov, 2021 As early as 1979, Soviet aircraft designers started work on a program called I-90, a fighter for the 1990s. Two Soviet aircraft design bureaus took on the task, Mikoyan and Sukhoi. Work began in 1983 but with the dissolution of the Soviet Union the project stalled. In 2002 the Russian government kicked off a new program under which Sukhoi began development of what was then known as PAK FA (Future Tactical Aviation Aircraft System). Known in house as the T-50, this aircraft strongly resembled the American F-22 Raptor in overall appearance. The first prototype took to the air on January 29, 2010 and in 2017 the fighter was allocated the service designation Su-57. In 2018 the aircraft had its combat debut when four of the prototypes were briefly deployed to Syria during the Russian campaign against the IS terror network in that country. Production was officially launched in May 2019, with the Russian Air Force having 70-plus on order. This work charts the development and trials history of the 1.44, Su-47 and Su-57, as well as other project versions that did not make it to the hardware stage. It is illustrated with numerous previously

unpublished photos and drawings.

**Aircraft Anatomy of World War II** Paul Eden, Soph Moeng, 2016-01-25 Full specifications for each aircraft including dimensions, powerplant, weight, performance, and armament.

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range specifies the amount of heat from the center electrode that can be transferred to the cylinder head through the spark plugs thread. Tomos A55 Technical and Tuning Spark plug: NGK BR8ES, Gap = .85mm; Front Sprocket: 26T; Rear Sprocket: 31T; Chain Size 415 x 104 links. Tuning: Deristricting. The A55 engine was so well ... Long Reach spark plug TOMOS A55 and italian mopeds ... Long Reach spark plug TOMOS A55 and italian mopeds with an angled entry. Your Price: \$4.95. PG-200. Part Number: PG-200. Availability: In Stock and ready to ...

A55 | Moped Wiki The Tomos A55 engine is the latest available model, introduced in 2003 and ... Spark plug: NGK BR8ES; Spark plug gap: 0.8mm. Maintenance Intervals. see owners ... NGK BR8ES Spark Plug Tomos A55 Streetmate, Revival Product Description. NGK BR8ES Spark Plug. long reach 18mm. \*Sold Each. Found stock on Tomos A55 Streetmate, Arrow, Revival, Sprint, ST and others. Tomos A55 with wrong size spark plug?? Sep 19, 2016 - Hey guys. So I went to change the spark plug in my 2010 Tomos A55 and the plug thats in

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