

Sukhoi Pak Fa

Hugh Harkins

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 single-seat 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-30 Super-Manoeuvrable Family Hugh Harkins, 2016-03-15 The Su-30MKI family of super-maneuvrable 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 single-seat 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-maneuvrable' 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-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.

Su-57 Felon Piotr Butowski, 2022-08-31 In December 2020, the first Sukhoi Su-57, codenamed Felon by NATO, entered service with the Aerospace Forces, making it Russia's most recent combat aircraft. It is a multirole aircraft combining the functions of both a fighter and strike aircraft, with design features that include stealth, supersonic cruising speed and maneuverability, the latest sensors and weaponry, and network-centric warfare capability. Fully illustrated with over 170 full-color photographs, this book describes the

trials of the T-50 prototypes and the implementation of the Su-57 into series production, as well as looking at the design, characteristics and combat capabilities of this fifth-generation fighter.

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.

Su-57: Russia's Fifth Generation 'Stealth' Fighter Hugh Harkins,2021-11-26 The Sukhoi Su-57 (T-50) was developed under the Perspektivniy Aviacionniy Complex Frontovoi Aviicii (Perspective Aviation Complex for Frontline Aviation) program to field a fifth generation multifunctional/multidimensional strike fighter for service with the Russia

Federation Aerospace Forces from the third decade of the twenty first century. Taking to the air in January 2010, the T-50 prototype emerged from the LFI (Legikiy Frontovoi Istrebitel - Light Frontline Fighter) program that rose from the ashes of the cancelled Soviet era MFI (Mnogofunktsional'nyy Frontovoi Istrebitel - Multifunctional Frontline Fighter) program aimed at fielding a Sukhoi Su-27 heavy air superiority fighter replacement. This volume, which builds upon and advances the work conducted on the 2015 volume, covers the Su-57 program from conception of the MFI and LFI programs from the early 1980's and 1990's, to flight testing of the T-50 development and pre-series aircraft and initial service deliveries of series aircraft to the Russian Aerospace Forces in December 2020. The Su-57/T-50 design is described in detail, as are its various advanced systems, including low-observable technologies, power plant, radio-electronic, optoelectronics, electronic warfare, navigation and weapons etc. All technical information concerning the aircraft, systems and weapons comes from designer/developer/operator documentation. In regard to formal or informal writing, it has been deemed more appropriate to use the term 5th generation when referring to a specific aircraft design - Su-57 5th generation multifunctional fighter - and fifth generation when referring to overall programs - Russian fifth generation multifunctional fighter.

Flight Craft 5: Sukhoi Su-15 Yefim Gordon, 2015-04-30 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 Defence 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 defence 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 was very probably clandestine spy missions.??This book describes the developmental and service history of the Sukhoi-Su-15, containing a comprehensive survey of all model-making kits currently available on the market.

Sukhoi Su-27 Flanker E. Gordon, Yefim Gordon, 1999 The Su-27 entered service with the Russian Air Force in the mid-1980s. This comprehensive history is based on documents supplied from Sukhoi, interviews with design and engineering employees of the company, and all available information that has been published on this deadly aircraft. Contains development history, operational service history, technical details, and explanations of each model in the range. Technical drawings, photos, and text combine to make this the ultimate Sukhoi Su-27 reference.

Sukhoi Su-34 'Fullback': Russia's 21st Century Striker Hugh Harkins, 2013-10-02 Su-34 The Su-34 'Fullback' was developed from the Su-27 'Flanker' interceptor/fighter as a fourth plus generation strike aircraft for service with the Russian Air Force. Conceived in the twilight years of the Soviet Union, the aircraft weathered the financial crisis that gripped post communist Russia following the collapse of the Soviet Union in the early 1990's, maturing into an advanced strike aircraft, deliveries to the Russian Air Force commencing

in late 2006. The aircraft is currently in service with increasing numbers being ordered to replace that countries aging fleet of Su-24M/M2 strike aircraft. It is also planned for the Su-34 to replace the Su-24MR in the tactical reconnaissance role. This volume covers the program from conception to operational service with chapters describing the aircraft, systems and weapons, production, flight testing and initial service. The text is complimented by black and white photographs

Sukhoi Su-7/Su-17 E. Gordon, Yefim Gordon, Dmitriy Komissarov, 2011 Following on from the collection of successful ' Famous Russian Aircraft' titles, Yefim Gordon has teamed up with Keith Dexter and Dmitriy Komissarov to produce this insight into the Sukhoi fighter bomber family. In the early 1950s the reborn aircraft design bureau headed by Pavel O. Sukhoi started its renewed activities by creating two aircraft sharing the same fuselage design and powerplant – the delta-wing T-3 and the swept-wing S-1. The former became the progenitor of several interceptors, starting with the Su-9; the other aircraft became the Su-7 tactical fighter but soon evolved into the Su-7B fighter-bomber. Known to the West as the Fitter, the Su-7B and its improved Su-7BM and Su-7BKL versions formed the backbone of the Soviet fighter-bomber aviation. They were also exported to many friendly nations – first and foremost to some Warsaw Pact member states (Poland and Czechoslovakia), as well as to non-aligned nations like India, Algeria, Egypt, Iraq and others. The Fitter saw action in quite a few wars – the Indo-Pakistani border conflict of 1971, the Arab-Israeli wars. The initial Su-7 Fitter-A was superseded by the Su-17 which differed primarily in having variable-geometry wings. The prototype made its maiden flight in 1966; the production version completely supplanted the original Su-7 in Soviet Air

Force service in the 1980s. The swing-wing Su-17 proved highly efficient in the Afghan War, earning the affection of the pilots who flew it. Its high combat capabilities were duly recognized abroad; apart from the Warsaw Pact (Poland, Czechoslovakia, East Germany, Hungary and Bulgaria), the Su-20 and Su-22 export variants were delivered to Egypt, Iraq, Peru, Yemen, Afghanistan and other nations. Iraq used its Su-22s against Iran in the war of 1980-88, and the ultimate Su-22M4 is still in service with the Polish Air Force – albeit with upgrades to make it compatible with NATO operational standards. This new title written by 3 aviation enthusiasts, including expert in the field Yefim Gordon, and is illustrated with a whole host of unpublished photos, as well as numerous line drawings and colour side views, which will undoubtedly be of interest to aviation enthusiasts and scale modellers alike. The in service and operators chapters feature insignia and unit badges/nose art worn by individual aircraft, making this a must have for any aviation and scale model enthusiast's collection.

Sukhoi Su-25 Frogfoot Alexander Mladenov, 2013-09-20 A fully illustrated technical guide to the Sukhoi Su-25 Frogfoot. The Sukhoi Su-25 Frogfoot was the Soviet Air Force's first mass-produced jet purposely designed for the close air support (CAS) role and was a simple, effective and durable attack aircraft that, by 2012, had seen combat in no fewer than 40 conflicts. Some 630 Su-25s were built between 1979 and 1991, as well as 185 export Su-25Ks, 70 Su-25UB/UBK Frogfoot-B two-seaters that rolled off the production line at the aviation plant in Ulan Ude (UUAP), Russia. The Frogfoot is known as the most cost-effective ground attack aircraft available to the Russian Air Force (RuAF) and, between the RuAF and the Russian Navy's aviation assets, there are some 200-220 Su-25s

still in operation. Illustrated throughout with photographs and colour artwork, this title examines the development history, evolution and combat performance of the Su-25 Frogfoot, and details its effectiveness and reliability. Such is the reputation the Su-25 has earned, 19 of the 25 nations to have deployed a Frogfoot variant continue to operate them today.

The Sukhoi Su-27/Su-33 Stanislaw Krzysztof Mokwa, 2019-12-27 In the late 1960s Soviet Union started working on fighters that would be a counterbalance for the American F-15 Eagle. In 1969, a competition for a new fighter was announced, but when the parameters to be met were given, Pavel Sukhoi withdrew from it. He considered that the required performance could not be reached. Despite this, the designers from his office - Oleg Samojtowicz, Valery Nikolaenko and Vladimir Antonov - developed the plane and presented it for the competition as T-10 prototype. The aircraft was constructed as a heavy interceptor fighter (light version was the MiG-29, which was submitted in the same competition).

Sukhoi Su-27 Yefim Gordon, 2007 In the late 1960s, the Soviet Union became aware that the U.S. was developing a new generation of jet fighters that had an exceptional range, heavy armor, and great agility in the air. These U.S. aircraft, the F-14 Tomcat, F-15 Eagle, F-16 Fighting Hornet, and F/A-18 Hornet dominated U.S. air power for three decades. In the context of the Cold War, the Soviets could not be seen to be lagging behind the Americans. Their response to these new U.S. aircraft was the Sukhoi Su-27 Flanker, which was designed as a long-range air superiority aircraft and interceptor. The first of the modified pre-production aircraft appeared in 1981, but it was not until 1984

that significant numbers of the Su-27 started to enter service. Eventually some 680 Su-27 were built for the Soviets, of which 400 remain in service with the Russian Tactical Air Force today. Outside of Russia, the Su-27 is also in service with the Chinese, and on the inventories of the air forces of Vietnam, Malaysia, Ethiopia, Indonesia, Syria, and Angola. This book describes in depth the development, operational career, history, and variants within the Su-27 family. The book incorporates color and black and white photos to portray some of the various camouflage schemes carried by the type in Soviet, Russian, and other air forces over the past two decades.

Sukhoi Su-24 Yefim Gordon, E. Gordon, 2004-10 - Illustrates the Sukhoi Su-24's development and service history, including operations in Russia, the Ukraine, Iran, and Iraq. - To this day the Su-24 remains the principal Russian tactical bomber. - Contains approximately 200 black & white and color photos with detailed captions.

Sukhoi Su-24 Yefim Gordon, Dmitriy Komissarov, 2015 Developed in the Soviet Union in the 1960s, the Su-24 tactical bomber has become one of the most successful aircraft in its class. Featuring delta wings and auxiliary lift engines meant to improve its field performance, the first prototype turned out to be more of a liability than an asset and the aircraft was redesigned to have variable geometry wings. The Su-24 had its baptism of fire in the Afghan War and was also exported to Iraq, Iran, Algeria, Libya and Syria, seeing action in some of these countries. At home, Russian Air Force Su-24s were heavily involved in the first and second Chechen campaigns and the type has undergone a mid-life update allowing it to carry precision-guided munitions, and is still going strong. Illustrated with over 750 photographs, many previously unpublished, as well as line drawings, color

side views, insignia, unit badges and nose art this latest addition to the Famous Russian Aircraft series will be of interest to aviation enthusiasts and scale modelers alike.

Sukhoi Su-25 Frogfoot Yefim Gordon,2004-09-30 The Sukhoi Su-25 Frogfoot is one of the world's most effective close air support aircraft and is the only true armored attack aircraft still in production. The State trials of the aircraft were completed in December 1980 and it became operational in the following year. During the production run a number of improvements were incorporated, derived from experience gained during operations in the Russian campaign against Afghanistan. Throughout the entire Afghan campaign, Su-25s launched a total of 139 guided missiles of all types against Mujahideen positions. On average each aircraft performed 360 sorties per year, which was considerably higher than any other combat type in Afghanistan. By the end of the war, the number of Su-25s deployed to Afghanistan had reached around 50 and they had carried out a total of 60,000 sorties.

The Battleship Book Robert M. Farley,2015-12-17 From the moment when the launching of HMS Dreadnought made every capital ship in the world obsolete overnight, we have been fascinated with these powerful surface combatants. Here Robert M. Farley looks at the history and folklore that makes these ships enduring symbols of national power—and sometimes national futility. From Arizona to Yamato, here are more than sixty lavishly illustrated accounts of battleships from the most well-known to the most unusual, including at least one ship from every nation that ever owned a modern battleship. Separate essays and sidebars look at events and lore that greatly affected battleships.

Indian Defence Review Bharat Verma,2013-01-19 'Indian Defence Review' is a

quarterly publication which summarises opinions and strategic responses on the sub-continent. In addition to defence and security analyses, each issue also includes regular features on aerospace trends, naval affairs and army force developments, including the latest arms transfer and news.

Chinese Air Power Yefim Gordon, Dmitriy Komissarov, 2021-05-04 By the turn of the century China had reaffirmed its position as one of the world's leading military powers. With much importance attached to fleet renewal; the People's Liberation Army Air Force (PLAAF) and the Naval Aviation are fielding new types, emphasis shifting from local derivatives of Russian or western types to indigenously developed aircraft and helicopters. The book focuses on the current PLAAF/PLANAF order of battle and describes the most advanced aircraft types currently in service or due to enter service. Among the many aircraft reviewed in this volume are the Chengdu J-10 single-engine fourth-generation fighter in service since 2003, fifth-generation fighters like the twin-engine, tail-first Chengdu J-20, and the smaller Shenyang J-31 fifth-generation light fighter. Deliveries of Xian H-6K missile carriers, the Chinese version of the Tupolev Tu-16 bomber, are continuing, the H-6N with inflight refueling capability, entering service in 2019. Transport aviation is not forgotten either. China has also been building an aircraft carrier fleet equipped with the Shenyang J-15 Flying Shark shipboard fighter derived from the Sukhoi Su-33. The latest addition to the Chinese Army Aviation's arsenal is the Harbin Z-20 medium utility helicopter which looks like the Sikorsky S-70 Black Hawk. Numbers of the CAIC Z-10 attack helicopter and the lighter Harbin Z-19 attack helicopter are also now operational. Unmanned aerial vehicles are also reviewed in this comprehensive survey.

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