

Sukhoi Su 2

Peter G Dancey

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.

Sukhoi Su-25 Frogfoot Yefim Gordon,2007-07 Detailed coverage of the Sukhoi Su-25, one of the most well-known and popular Russian combat aircraft types.

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).

Russian Aviation and Air Power in the Twentieth Century John Greenwood, Von Hardesty, Robin Higham, 2014-06-11 In the light of new archival material the editors take a fresh look at Russian aviation in the twentieth century. Presenting a comprehensive view of Russian aviation, from its genesis in the late czarist period to the present era, the approach is essentially chronological with a major emphasis on the evolution of military aviation. The contributions are diverse, with appropriate attention to civilian and institutional themes.

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.

Su-34: Russia's 4th+ Generation Strike Fighter Hugh Harkins, 2019-10-18 Su-34 The Sukhoi Su-34 'Fullback' strike fighter was developed from the Sukhoi Su-27 'Flanker' air superiority fighter as a 4th+ generation strike 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 Federation's 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.

The Sukhoi Su-24 Stanislaw Krzysztof Mokwa, 2020-02-19 Su-24 (Fencer) is a Soviet jet bomber with variable-geometry wings. The aircraft was supposed to be a response to the American F-111, and therefore it's structurally similar. Su-24 can operate in any weather conditions, also at night. It was designed to carry tactical nuclear weapons. In the 1960s, the military command of the Soviet Union set requirements for a new attack aircraft that would be able to operate despite strong anti-aircraft defense of NATO troops. An

aircraft was expected to fly on a very low altitude at a very high speeds. Initially, it was based on Su-7 and Su-15 airframes, but due to the decision to use variable-geometry wing, it was necessary to build a completely new structure. Variable geometry allowed to achieve high speeds while maintaining good takeoff and landing characteristics. This is how Su-24 was born. The first prototype was flown on July 2, 1967 (marked as T6-1), and the second on January 17, 1970 (T6-2I). Variable-geometry wings were only used in the second prototype. In December 1971, the first serial Su-24 was built, but due to the prolonged acceptance tests (lasting until 1974), the aircraft officially did not become operational until February 1975. Su-24 was named Fencer in the NATO code.

Soviet Aircraft Industry Peter G Dancey, 2017-04-22 Soviet aircraft industry was an essential part of the USSR's campaign for global dominance in the twentieth century. Thanks to the thick fog of secrecy that enveloped it throughout the Cold War, it has long inspired the fascination of analysts and enthusiasts in the West; until the collapse of the USSR in 1991, details of Soviet aircraft were often a matter of conjecture. This book aims to uncover fully the mystery surrounding this topic. Drawing on original and previously unpublished information obtained directly from the former USSR, Soviet Aircraft Industry examines the unique characteristics of Soviet-designed aircraft—particularly military types, which were the cause of great concern to the West. Further, by virtue of the industry's central role throughout Soviet history, this book provides a rare and important perspective into the broader theme of Russia's great communist experiment.

Sukhoi Interceptors Yefim Gordon, Dmitriy Komissarov, 2020-01-28 Closed in 1949, the Sukhoi Design Bureau was reborn in 1953 to meet an urgent demand for a fast interceptor

that would counter the threat posed by NATO bombers. It wasted no time developing a succession of missile-armed, Mach 2 interceptors characterized by delta wings; the single-engined Su-9 entered service in 1960, followed by the up-armed Su-11 in 1964 and the twin-engined Su-15 in 1967. Though built in modest numbers, the three types became an important asset for the Soviet Air Defense Force--particularly the more capable Su-15, which unfortunately became notorious for shooting down two intruding South Korean airliners within five years. The Su-15 outlasted the Soviet Union, the last being retired in 1996. There were also several Sukhoi interceptors that remained in prototype or project form. All known versions are described, as are operational details. The book features many rare and previously unpublished photos.

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'.

Encyclopedia of World War II Alan Axelrod, 2007 A reference to the ideological, military, political, biographical, and social topics surrounding World War II, which is often considered the pivotal event of the twentieth century.

A Century of Triumph Christopher Chant, 2002 On December 17, 1903, on the windswept beaches of Kitty Hawk, North Carolina, Orville Wright piloted the world's first powered flight, in one of the most famous moments in history. Within a few short years, airplanes of various designs were lifting into the air over Europe and America. Soon, the entire world was caught up in the fevered advance of flight and airplanes, Zeppelins, autogyros and helicopters were making the world a much smaller place. To celebrate the first full century of powered flight premier aviation historian Christopher Chant and world-famous illustrator John Batchelor have joined forces to showcase an astonishing march of progress. From the early experiments of gliderman Otto Lilienthal to the moon walk of Neil Armstrong, it has indeed been A Century of Triumph. From the golden age of Zeppelins to

the extreme design experiments of World War II to the fierce modernism of supersonic fighter jets, A CENTURY OF TRIUMPH demonstrates the full richness of mankind's flying craft. In addition to Batchelor's illustrations, the book features never-before-published vintage watercolour posters of pre-World War I aviation races and a treasure trove of photographs. Chant's text combines full histories of the planes themselves with biographical essays on some of the great figures of the twentieth century: the Barnstormers, Igor Sikorsky, Amelia Earhart, Chuck Yeager, and the Apollo XVII astronauts, among others. A CENTURY OF TRUMPH is a visual and factual feast for anyone who marvels at the majesty of flying.

The Encyclopedia of Weapons of World War II Chris Bishop, 2002 The encyclopedia of weapons of world war II is the most detailed and authoritative compendium of the weapons of mankind's greatest conflict ever published. It is a must for the military, enthusiast, and all those interested in World War II.

The Second World War in the Air Merfyn Bourne, 2013 This book is a complete narrative history of the Second World War in the air which starts by describing the early days of flight in order to put military air power in context when World War Two began. It then moves on to a step-by-step coverage of the air combat in each theatre of war. Offering a comprehensive history – that includes the lesser known campaigns such as the fighting in Burma, Italy and East Africa as well as the air offensive in Western Europe and the struggle in the Pacific – it also re-examines the RAF bombing of German cities and the moral issues raised. This is the first history of the air war to give full and proportionate coverage to the war in Russia, which until now has been largely ignored. The Second World War in the Air is

a comprehensive review of the air war. It's meticulously researched, readable and remains in touch with what the fighting meant for individuals in the various combatant nations.

Sukhoi Su-30 Super-Manoeuvrable Family Hugh Harkins, 2016-03-15 The Su-30MKI family of super-manoevrable 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-manoevrable' 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'.

Il-2 Shturmovik Guards Units of World War 2 Oleg Rastrenin, 2013-08-20 Over 43,000 Il-2/10s were built between 1941 and 1955, more than any other combat aircraft in history, making this one of the most important Soviet aircraft deployed in World War II. Built originally as a two-seater, the Il-2 had lost the rear gunner's position by the time it started to reach frontline units. Armed with ground-attack rockets, the aircraft proved deadly against Wehrmacht panzers as pairs of Il-2s roamed the frontline at low level. However, the Shturmoviks (armoured attackers) were vulnerable to attack from the rear by enemy fighters, so Ilyushin reverted to the two-seat layout in September 1942. Oleg Rastrenin provides a fascinating account of the complex development history of a plane that was crucial to Russia's defence. From Stalingrad to Kursk to Berlin, this book charts the aeroplane's vital contribution to the most famous battles of the Eastern front.

LaGG & Lavochkin Aces of World War 2 George Mellinger, 2012-10-20 This book examines the LaGG family of fighters, that were amongst the first modern piston-engined interceptors made available to the Red Air Forces in early 1941 and proved far better fighters than their radial-engined predecessors. Despite technical maladies and political interference from Moscow, the LaGG-3 matured into an effective fighter when flown to its strengths at low level. Many early Soviet aces were weaned on the LaGG-3, and if they survived the early massacres of 1941-42, they went on to fly the Lavochkin family of fighters. Indeed, the Lavochkin La-3, -5 and -7 were the fighters of choice for Heroes of the Soviet Union such as Ivan Kozhedub, who claimed 62 kills.

Military Aircraft, 1919-1945 Justin D. Murphy, Matthew A. McNiece, 2008-12-08 An in-depth history of the time when airpower became the great equalizer, changing military strategy forever and bringing once-safe targets in reach. *Military Aircraft, 1919-1945: An Illustrated History of Their Impact* covers a crucial era in modern warfare technology. Ranging from the development of airpower doctrines in the aftermath of World War I to the aircraft and missions that put those doctrines into action during World War II, it provides an expert summing-up of the decades when the use of aircraft in battle came of age. In chapters covering both the history of air power and specific types of aircraft (fighters, bombers, reconnaissance and auxiliary planes), *Military Aircraft, 1919-1945* introduces key theorists and designers, describes important changes in technology and production, and recreates spectacular episodes from Pearl Harbor to the London Blitz to the Enola Gay. Readers will see the dramatic impact of the first generation of modern military aircraft on land and sea. They will also see how the expansion of war to the skies brought economic opportunity to some home fronts, and looming terror and devastation to others.

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.

Heroines of the Soviet Union 1941-45 Henry Sakaida, 2012-04-20 When the Great Patriotic War began many women volunteered for the armed forces, but most of them were rejected. They were steered towards nursing or other supportive roles. Many determined women managed to enter combat by first volunteering as field medics and nurses, then simply picking up a gun during the battle, and charging boldly into the line of fire. In the area of aviation, women also contributed greatly to the war effort. In rickety biplanes, they flew bombing missions at night, without parachutes; their only protection was the darkness. This book tells the stories of the brave women that were awarded the Soviet Union's most prestigious title Hero of the Soviet Union for their bravery in protecting their homeland.

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