

Sukhoi Su 30

Yefim Gordon

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-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-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 single-seat 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.

Sukhoi Su-27 Flanker Jon Lake, 1994

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-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'.

Sukhoi Su-30 Flanker in Indian Service Phillip Camp, Simon Watson, 2008 Beretter med mange illustrationer om det indiske flyvevåbens anvendelse af den russisk-konstruerede jager, Sukhoi Su-30 Flanker.

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'.

The Sukhoi Su-27 Andy Gröning, 2018-11-28 This detailed, illustrated look at the Russian Sukhoi Su-27 fighter aircraft features complete discussions of its design, construction, and operational use, as well as all technical systems and weapons. Developed in the 1970s as a match for the American F-15 Eagle, the aircraft remains one of the most important fighters in the current

Russian arsenal, and has formed the basis for many variants including the Su-30, Su-34, and Su-35. Though larger than Russia's famed MiG-29, it is extremely maneuverable and considerably more powerful. The Su-27 can also fly at extremely high angles of attack--an ability it is fond of demonstrating at airshows, along with its legendary Cobra maneuver. The Su-27 remains in production, and nearly a dozen countries--including China, India, and Vietnam--currently operate this high-performance aircraft. The book is superbly illustrated with more than 210 color images, and includes more than thirty color aircraft profiles displaying color schemes.

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-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-27 Hans-Heiri Stapfer, 2007 The Soviet answer to the F-15 Eagle and response to the trend in US fighters design toward improved maneuverability. A supersonic all-weather counter-air fighter, the Su-27 is equipped with a look-down/shoot-down weapons system and beyond-visual-range air-to-air missiles. Its range, thrust-to-weight ratio and maneuverability are all significant improvements over earlier Soviet fighters; one of the world's foremost combat aircraft and a potent adversary. Over 200 color and b/w photos, line drawings and 10 color profiles; 80 pages.

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

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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-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 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-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.

Superfighters Mel Williams, 2002 His in-depth look at new-generation fighter programs under development around the world profiles Lockheed Martin's F-22A Raptor and F-35 Joint Strike Fighter, as well as the Eurofighter Typhoon, Saab Gripen, Dassault Rafale and Sukhoi family of Su-27 derivatives, commonly referred to as the Super Flankers. The Gripen, Rafale and some Su-27 subtypes have already entered service. The Eurofighter will be next and the two American fighters are scheduled to join the inventory over the next decade. In full color throughout, this unique new book is the first to cover all of the emerging fighter platforms, and is packed with superb air-to-air photos, specifications and tables, 3-views, technical drawings and magnificent artwork.

Lock On Francois Verlinden, 1998-10-01

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.

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