

Sukhoi Su 30mkk

Yefim Gordon,E. Gordon

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-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 Kitayshiy Striker from Amur'.

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-27 Flanker Jon Lake,1994

Sukhoi Su-35s Flanker E Robert Pied,Nicolas Deboeck,2021-08-31 The first close-up look at the newest version of the Flanker, recently taken into service by the Russian Air Force. Including spectacular, never before seen details such as cockpit, thrust-vectoring engine exhausts and more.

The Sukhoi Su-27/Su-33 Stanislaw Krzysztow 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-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.

Lock On Francois Verlinden,1998-10-01

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.

Sukhoi Su-25 Frogfoot Alexander Mladenov,2013-09-17 Like the American A-10 Warthog, the first Soviet jet dedicated by design to CAS (Close Air Support), the 'Frogfoot' has durability and firepower. In February 2012, the Sukhoi Su-25 (NATO reporting name Frogfoot) celebrated 37 years of its maiden flight, 31 years of its formal induction into squadron service and 25 years of its formal entry into service with the Soviet Air Force. It was the Soviet Air Force's first mass-produced jet purposely designed for the Close Air Support (CAS) role and is a simple, effective and durable attack workhorse that, by 2012, had seen combat in no fewer than 40 conflicts. The Su-25 received its baptism of fire five years after its maiden flight, during Operation Romb in Afghanistan in 1980. This operation saw the new aircraft go through its field evaluation and testing in real-world war conditions. As many as 630 Su-25 Frogfoot-As were built between 1979 and 1991 at the Georgia-based aircraft plant now known as TAM (Tbilisi Aircraft Manufacturing) for the Soviet Air Force, as well as 185 Su-25Ks for export, while no fewer than 70 Su-25UB/UBK Frogfoot-B two-seaters rolled off the production line at the aviation plant in Ulan Ude (UUAP), Russia. Currently, there are plans to resume production of the two-seater variant with state-of-the-art avionics and the latest weaponry to replace those Su-25s dating from the mid/late 1980s that are still in service. 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 today, though only half of that number is airworthy at any one time. As with many Soviet designs, the Su-25 has been widely exported, with 25 nations operating variants of the Frogfoot at one time or another, and it remains in service 19 of these states - a testament to its effectiveness and reliability.

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-34 Fullback Robert Pied,Nicolas Deboeck,2023-06-30 A unique look at the Su-34 Fullback; the first complete walk-around of the huge fighter bomber in service with the Russian Air Force since 2014. Includes never before published action photography which shows the versatility of the aircraft.

Sukhoi Su-22 M3 Zoltan Buza,1994

Sukhoi SU-25 Yefim Gordon,E. Gordon,2004-11 - Covers the development and service of the Sukhoi Su-25, detailing the various versions and operator nations. - The Sukhoi Su-25 quickly earned a reputation as a mean fighting machine after entering service. - Contains approximately 200 black & white and color photos.

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.

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.

Sukhoi Su-24 Fencer E. Gordon, Yefim Gordon, Keith Dexter, 2005 The Fencer, with its distinctive three-position variable-geometry wings, is the Soviet counterpart to the American F-111, though somewhat smaller and lighter, and to a lesser extent the Tornado. Its origins certainly owed a lot to Soviet observation of the American TFX competition and the resulting swing-wing variable-geometry solutions. First flown in 1971, it entered service from 1974 as a replacement for the Yak-28 and remains an important part of the Russian VVS inventory, with several hundred having been in service. It is able to carry a wide range of air-to-surface missiles and is capable of carrying out precision attacks in hostile airspace at night or during poor weather. Much larger and more capable than previous Soviet aircraft, it combines great penetrative ability with a heavy and varied bomb load, but is such a versatile airframe that it has also been developed in various other versions including tactical bomber, electronic warfare, and reconnaissance. As usual with the Aerofax series, this book includes extensive detail of systems, equipment, weapons, etc., and a plethora of previously unpublished photographs and drawings.

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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Table of Contents Sukhoi Su 30mkk

	<ul style="list-style-type: none">◦ Sukhoi Su 30mkk Compatibility with Devices◦ Sukhoi Su 30mkk Enhanced eBook Features	<ul style="list-style-type: none">◦ of Sukhoi Su 30mkk◦ Distinguishing Credible Sources
1. Understanding the eBook Sukhoi Su 30mkk <ul style="list-style-type: none">◦ The Rise of Digital Reading Sukhoi Su 30mkk◦ Advantages of eBooks Over Traditional Books	7. Enhancing Your Reading Experience <ul style="list-style-type: none">◦ Adjustable Fonts and Text Sizes of Sukhoi Su 30mkk◦ Highlighting and Note-Taking Sukhoi Su 30mkk◦ Interactive Elements Sukhoi Su 30mkk	13. Promoting Lifelong Learning <ul style="list-style-type: none">◦ Utilizing eBooks for Skill Development◦ Exploring Educational eBooks
2. Identifying Sukhoi Su 30mkk <ul style="list-style-type: none">◦ Exploring Different Genres◦ Considering Fiction vs. Non-Fiction◦ Determining Your Reading Goals	8. Staying Engaged with Sukhoi Su 30mkk <ul style="list-style-type: none">◦ Joining Online Reading Communities◦ Participating in Virtual Book Clubs◦ Following Authors and Publishers Sukhoi Su 30mkk	14. Embracing eBook Trends <ul style="list-style-type: none">◦ Integration of Multimedia Elements◦ Interactive and Gamified eBooks
3. Choosing the Right eBook Platform <ul style="list-style-type: none">◦ Popular eBook Platforms◦ Features to Look for in an Sukhoi Su 30mkk◦ User-Friendly Interface	9. Balancing eBooks and Physical Books Sukhoi Su 30mkk <ul style="list-style-type: none">◦ Benefits of a Digital Library◦ Creating a Diverse Reading Collection Sukhoi Su 30mkk	Sukhoi Su 30mkk Introduction
4. Exploring eBook Recommendations from Sukhoi Su 30mkk <ul style="list-style-type: none">◦ Personalized Recommendations◦ Sukhoi Su 30mkk User Reviews and Ratings◦ Sukhoi Su 30mkk and Bestseller Lists	10. Overcoming Reading Challenges <ul style="list-style-type: none">◦ Dealing with Digital Eye Strain◦ Minimizing Distractions◦ Managing Screen Time	In todays digital age, the availability of Sukhoi Su 30mkk books and manuals for download has revolutionized the way we access information. Gone are the days of physically flipping through pages and carrying heavy textbooks or manuals. With just a few clicks, we can now access a wealth of knowledge from the comfort of our own homes or on the go. This article will explore the advantages of Sukhoi Su 30mkk books and manuals for download, along with some popular platforms that offer these resources. One of the significant advantages of Sukhoi Su 30mkk books and manuals for download is the cost-saving aspect. Traditional books and manuals can be costly, especially if you need to purchase several of them for educational or professional purposes. By accessing Sukhoi Su 30mkk versions, you eliminate the
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