

Tupolev Tu 22m

Bill Gunston

Tupolev TU-22/TU-22M Yefim Gordon, Sergey Komissarov, 2012-07-05 The Tupolev Tu-22 Blinder and Tu-22M Backfire led the Soviet Union's supersonic bomber air force from the 1960s, although the two aircraft were very different. The Tu-22—nicknamed Blinder by NATO—was the pioneering supersonic bomber in the USSR, entering production in 1960. The first Tu-22B aircraft entered Soviet service in 1962 and the aircraft continued into production until 1969 through several variants, including reconnaissance and electronic warfare versions. The aircraft was a mixed success as its performance compared unfavorably the Tu-16. It was also sold abroad to Libya and Iraq. The Tu-22M Backfire was developed by Tupolev during the 1960s when the Tu-22's shortcomings became apparent. The variable-geometry wings in the new design improved performance considerably and the new aircraft entered service in 1972 in the strategic bomber role and it was used in this capacity in the 1979–1989 war against Afghanistan. Yefim's Gordon's unparalleled access to information on Russian aviation makes this the most complete book published on this fascinating aircraft.

Tupolev TU-22 Sergey Burdin, 2005-11-17 This historic Russian aircraft was first delivered to the Soviet Air Force at the height of the Cold War in 1961. It remained in service until replaced by the much modified Tu-22M Backfire which was introduced in the early 1970s and still remains in service. It was the first Soviet supersonic bomber and was used for reconnaissance and bombing, in the latter role carrying either conventional or nuclear bombs. The early aircraft had a range of 1,800 miles but later models had a much increased radius of action through the introduction of in-flight refuelling. This book looks at the design and development of the aircraft up to the introduction of the type M Backfire. Details of construction, weapon systems, photo-reconnaissance and jamming equipment are included to cover the several variant models. Operational use is explained and the text includes many first-hand accounts from Russian aircrew of the period. The book will be superbly illustrated by unique official photographs and manuals.

Tupolev Tu-22 'Blinder' Tu-22M 'Backfire' Yefim Gordon, Vladimir Rigmant, 1998 Prior to the development of the Tu-22, NATO planners had long feared the idea of the Soviets developing a long-range supersonic nuclear bomber. The Tu-22 'Blinder' never really gave the USSR what they were looking for but Tu-22M 'Backfire' did! This information-packed volume reveals Soviet tactics for destroying NATO warships using 'Blinders', and its use by Libya and Iraq.

Tupolev Tu-22M Yefim Gordon, 2004-03-24 - Covers the development and service history of the Tu-22M, first proposed to the Soviet government as a modification of the existing Tu-22 'Blinder' but later proving to have virtually nothing in common with the Blinder. - After the Soviet Union's demise, the type continued to be operated by Russia and the Ukraine. - Contains 200 black & white and color photos.

Tupolev Tu-22m Yefim Gordon, Dmitriy Komissarov, 2022-07-28 The only English-language book in print on this active-duty Russian supersonic bomber.

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.

Tupolev Bombers David Donald, 2003-02 With the end of World War II and the dawn of the nuclear age, the world's new superpowers (while allied for the defeat of Germany) entered a period of hostility marked by sharply opposing ideologies, proxy wars and the continuing threat of nuclear confrontation. The so-called Cold War spawned rapid development of dozens of new aircraft whose purpose was to enable one side to mount a devastating nuclear attack on the other, or protect against just such a strike from the opposing side. Russia's Tupolev design bureau was tasked with creating a series of long-range nuclear bombers capable of penetrating U.S. defenses. All of them captured the imagination of those with a professional or personal interest in military aviation-and continue to fascinate, even today. This title offers in-depth profiles of Russia's infamous long-range nuclear bombers, including the Tu-16 'Badger', Tu-95MS 'Bear-H', Tu-142 'Bear-F', Tu-22 'Blinder', Tu-22M 'Backfire', and Tu-160 'Blackjack'. '

Tupolev Aircraft Since 1922 Bill Gunston, 1995 This popular and highly-acclaimed series includes an abundance of photos, accurate line drawings, fascinating evaluations of aircraft design, and complete histories of aircraft manufacturers.

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.

Soviet Strategic Bombers Jason Nicholas Moore, 2018-06-30 The history of Soviet strategic bombers after the Second World War is a fascinating one: from the reverse-engineering of interned American Boeing B-29 bombers into the first Soviet strategic bomber, the Tu-4; to the huge jet and turbo-prop powered aircraft of today's Russian Air Force. This comprehensive history of these aircraft will deal not just with the development of aircraft that

entered service, but of experimental aircraft as well, and projects that were never even built will also be explored. The service life of these bombers will be covered, including both active and retired aircraft, and their use outside of the Soviet Union, in places such as the Middle East and Afghanistan, will be described in detail. The Soviet Union built some of the first jet-powered strategic bombers, and the Tu-95 Bear, the only swept-winged turbo-prop bomber to ever enter service, remains in service to this day. Less successful aircraft, like the graceful but problem-plagued supersonic Tu-22 Blinder, and the Mach 3 Sukhoi T-4 will also be examined.

OKB Tupolev E. Gordon, Vladimir Rigmant, 2005 A History of the Design Bureau and its Aircraft Yefim Gordon & Vladimir Rigmant The origins of the design bureau that was to bear his name can be traced back to the appointment of Andrey Nikolayevich Tupolev as head of the TsAGI's Aviation Department in 1918. Over the years, nearly 300 projects have evolved within the OKB. Nearly 90 reached the prototype construction stage, with more than 40 types put into series production. In the 1930s, the TB-1 (ANT-4) and TB-3 (ANT-6) bombers, the latter being the world's first heavy strategic bomber, paved the way for the long line of large multi-engined aircraft both civil and military for which the OKB is justly famed. Wartime production of the SB and Tu-2 plus the remarkable 'reverse engineering' of the Boeing B-29 that resulted in the Tu-4 led on to the jet Tu-16 and prop Tu-95 bombers. These, in turn were adapted for civil purposes as the Tu-104 and Tu-114 airliners. The supersonic Tu-22 and Tu-22M bombers and the Tu-144 airliner, a move into pilotless aircraft and a host of imaginative but unbuilt projects complete a fascinating work.

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.

Tupolev Paul Duffy, A. I. Kandalov, 1996 This book focuses on the aircraft designs of the man often referred to as the father of Russian aviation, Andrei Nikolaevich Tupolev. Born in Russia in 1888, Tupolev went on to design aircraft that earned Russia worldwide acclaim for their contributions to aviation in the 1920s, '30s, and '40s.

Soviet and Russian Testbed Aircraft E. Gordon, Yefim Gordon, Dmitrii Komissarov, 2011 In both Soviet and modern Russia a multitude of assorted aircraft have been used for test and research purposes - primarily for verifying new avionics, systems, and weaponry. The use of systems being tested was not limited to aviation as aircraft were also utilized for other

purposes including testing components of ballistic missile systems. Soviet and Russian Testbed Aircraft investigates all categories of test and research aircraft: engine testbeds including the Il-76LL and Tu-16LL, radar testbeds such as the SL-18P based on the well-known Il-18 airliner; electronic warfare system testbeds such as the Il-76-11, and those for weapons, aerodynamics, and control configured vehicles like the LMK-2405. In addition testbeds for landing gear, ejection seats such as the An-12M LL and Su-29KS, refueling systems, and helicopters modified as rotor system were created. Civil research aircraft, such as the An-12BPTs 'Tsiklon' weather research aircraft and IMARK geophysical survey aircraft are also given due attention. The MiG-27LL and MiG-29KVP aircraft used for testing conventional take-off and landing technologies during the Soviet CTOL aircraft carrier development program are also examined. Comprehensive details of each aircraft are coupled with information on the test centers from which these testbeds operate including the M. M. Gromov Flight Research Institute in Zhukovskiy, and the Air Force's 929th State Flight Test Centre in Akhtobinsk. More than 500 photographs, line drawings, close-up views of tell-tale 'bumps and bulges' and color profiles illustrate the aircraft providing a wealth of information for the historian and modeler alike.

Tupolev Tu-4 E. Gordon, Yefim Gordon, Dmitriy Komissarov, Vladimir Rigmant, 2014 After World War II, the Soviet Union and the USA, who had been allies in the war, started moving towards political and military confrontation. The Soviet Union urgently needed a strategic bomber capable of striking at the USA. Thus, the windfall of three battle-damaged B-29s forced to land in Soviet territory was most welcome. The Soviet Union kept them; a huge reverse-engineering effort ensued, resulting in a Soviet copy of the Superfortress (the Tu-4) and a major technology boost to the Soviet aircraft and avionics industries. From then on, the Soviet Superfortress evolved independently, some of the Tu-4 versions having no direct U.S. equivalent. These included the Tu-4K missile carrier, a wing-to-wing flight refueling tanker, and the Tu-4T transport. The Tu-4A was the first Soviet nuclear-capable bomber. Experimental versions included engine testbeds, a towed escort fighter program, and more. The book also describes the Tu-4's production and service history (including service in China--the only nation besides the USSR to operate the type) and touches on the Tu-4's transport derivatives, the Tu-70 airliner, and the Tu-75 military airlifter. The book is illustrated with many color side views and hitherto unpublished photographs.

Tupolev Tu-144 E. Gordon, Yefim Gordon, Dmitriy Komissarov, Vladimir Rigmant, 2015 Developed in the 1960s/1970s, the Tu-144 was the Soviet Union's only practical venture into supersonic commercial aviation. Though its career was all too brief, it was a major technological achievement for the Soviet aircraft industry. The book provides in-depth coverage of the Concorde, including projected versions, the Tu-144's production and service history, and a comparison with the Concorde. First flown on the last day of 1968 ahead of the Concorde the Tu-144 had to undergo a long gestation period before the production version entered service in November 1977. Unfortunately, its career proved to be brief; two accidents and a powerful anti-Tu-144 lobby caused the type to be withdrawn in May 1978. The book describes the Tu-144's versions (including the Tu-144LL research aircraft developed under a Russian-U.S. program) and touches on the projected military derivatives. It is

illustrated with color side views and previously unpublished photographs. -- Publisher marketing.

Tupolev Tu-160 Yefim Gordon,Dmitriy Komissarov,2016-11-28 Developed as the answer to the American B-1, the Tupolev Tu-160 was the Soviet Union's most potent strategic bomber. Several project versions were rejected, and a highly controversial contest involving some of the Soviet Union's top-class aircraft design companies took place before the Tu-160 variable-geometry bomber reached the hardware stage. Its design made use of many advanced features not used previously on Soviet bombers. While being a nuclear deterrent for most of its career, the Tu-160 has recently seen actual combat in the war on terrorism. The Tu-160 story is not over yet, since Russia is now resuming production of the type to bolster its strategic potential. The book gives the type's complete development, test and service history of the Tu-160, including such intriguing episodes as the type's overseas deployment to Venezuela, and the flight of a Tu-160 with Russian President Vladimir Putin aboard. It is richly illustrated with color photos and original factory drawings. A comparison is made of the Tu-160 and its American counterpart, the B-1.

Tupolev Tu-16 Yefim Gordon,Dmitriy Komissarov,Vladimir Rigmant,2017-10-17 Developed to meet a Soviet Ministry of Defense requirement for a fast bomber that would counter the threat posed by NATO, the Tu-16 was a ground-breaking project. It was the first Soviet medium bomber to feature swept wings, and it was built around a pair of turbojets that were the world's most powerful jet engines at the time. First flown in 1952, the Tu-16 filled such roles as nuclear bomb delivery, missile strike, reconnaissance, and Electronic Counter Measures. It also served as the basis for the first Soviet jet airliner, the Tu-104. Nearly 1,500 were built for the Soviet Air Force and the Soviet Navy, and the Tu-16 showed remarkable longevity, the final examples being retired in 1993. The type saw quite a bit of combat--from the Six-Days War of 1967 to the Afghan War. The Tu-16 was also produced in China and remains in Chinese service to this day. All known versions are described, as is the Tu-16's operational career. The book features many hitherto unpublished photos.

Soviet and Russian Special Mission Aircraft Yefim Gordon,Dmitriy Komissarov,2022 In the years after World War II, aircraft optimized for various kinds of special missions began assuming ever-greater importance in the inventories of the world's leading air forces. The Soviet Union was no exception - numerous special mission versions of Soviet military fixed-wing aircraft and helicopters were developed and fielded, and the process is continuing in modern Russia. Some of them have seen action in various armed conflicts, including the Afghan War, the Chechen Wars and, most recently, the Syrian War. The need to control friendly forces on the move and manage airborne air defense assets efficiently resulted in the development of airborne early warning and control (AEW&C) aircraft. The first of these in the Soviet inventory was the early 1960s vintage Tupolev Tu-126 which was replaced in the 1980s by the Ilyushin/Beriyev A-50. The latter has been constantly upgraded but is now due for replacement by the latest A-100. An equally important role is filled by airborne command posts - mostly based on airliners, including the Ilyushin Il-22 army-level ABC P, the Tu-214PU and the Il-80 national emergency airborne command post (the Russian equivalent of the Boeing E-4 'doomsday aircraft'). The latter may be replaced by a specialised derivative of the Il-96-400 airliner. Rotary-wing aircraft in

this class were also developed, such as the Mil' Mi-8VzPU and Mi- 6VKP/Mi-22. Another important class is reconnaissance aircraft of various categories-- photo reconnaissance, electronic intelligence, nuclear/biological/chemical reconnaissance, radiation intelligence (RINT). These were represented by ELINT versions of bombers (including the Tu-22 and Tu-22M), airliners and transports (ELINT versions of the Antonov An-12 and An-26 transports, the Il-20 derivative of the Il-18 airliner), RINT versions of the An-12 and the An-24 airliner etc. A separate chapter covers electronic countermeasures aircraft, such as specialized versions of the Tu-16 and Tu-22 bombers and An-12 transport, the latest Il-22PP, the Army Aviation's many EC M versions of the Mi-8 helicopter (including the latest Mi-8MTPR) and the heavy Mi-10PP. A singularly important class is in-flight refueling tankers supporting the operations of both heavy aircraft (notably strategic bombers) and tactical jets. These include tanker versions of the Tupolev Tu-16 and Myasishchev M-4/3MS series bombers and the Il-78, including the latest Il-78M-90. Another category which assumed considerable importance is search and rescue aircraft, such as the naval An-12PS equipped to carry a paradroppable lifeboat and the latest Beriyev Be-200PS amphibian able to pick up survivors at the scene of a maritime disaster. The book is illustrated with numerous previously unpublished photos, line drawings and many color side views.

Myasishchev M-4 And 3M Yefim Gordon, Dmitriy Komissarov, 2021-07-28 When the Myasishchev design bureau was reborn in 1951, it was immediately tasked with creating a high-speed strategic bomber to balance the threat posed by NATO's heavy bombers, notably the B-52. Designated M-4 and code-named Bison by NATO, the new four-turbojet bomber was developed within an incredibly short time-- just one year. It made use of many innovative features, including a bicycle landing gear, and was designed around the most powerful jet engine of the day. It became the progenitor of a small family of bombers and refueling tankers, including the much-improved 3M and its versions. Many of the intended versions never materialized, and the Bison had its share of problems, but it came at just the right time, providing a valuable nuclear deterrent, and remained in service for 40 years until retired in compliance with the START treaty. The book charts the first Soviet strategic jet bomber's development and operational history. It includes the story of how the 3M was adapted to carry components of the Energiya/Buran space transport system as the VM-T Atlant outsize cargo transporter.

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