

# Sukhoi Su 31 Paper Model.jpg

Dave Baranek

**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 severa hundred having been in service. It is able to carry a wide range of air-to-surface missiles and is capale 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Aerofax series, this book includes extensive detail of systems, equipment, weapons, etc., and a plethora of previously unpublished photographs and drawings.

*Mig-31 Foxhound* Robert Pied,Nicolas Deboeck,2020-06 A close up of the MiG-31 Foxhound. The first publication offering this much of detailed photographs of the Mach 3 Russian interceptor. Fuselage, landing gear, engine, wings and a unique close-up of the cockpit (both front and aft cockpit) of the standard version of the Mig-31 and the modernized MiG-31BM. Close-up of the weapons included, such as the R-33 and R-40 missiles, as well as the internal gun. The only book available with so much detail of this impressive jet!

**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-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.

Stealth Aircraft Origami Jayson Merrill,2020-03-18 Advanced paperfolders can get stealthy with eight finely detailed bombers and fighters. American, Russian, Chinese, and Japanese aircraft include the B-2 Spirit, Northrop Grumman's B-21, F-117 Lockheed Nighthawk, and J-20 Mighty Dragon.

*On Subscale Flight Testing* Alejandro Sobron,2018-11-05 Downscaled physical models, also referred to as subscale models, have played an essential role in the investigation of the complex physics of flight until the recent disruption of numerical simulation. Despite the fact that improvements in computational methods are slowly pushing experimental techniques towards a secondary role as verification or calibration tools, real-world testing of physical prototypes still provides an unmatched confidence. Physical models are very effective at revealing issues that are sometimes not correctly identified in the virtual domain, and hence can be a valuable complement to other design tools. But traditional wind-tunnel testing cannot always meet all of the requirements of modern aeronautical research and development. It is nowadays too expensive to use these scarce facilities to explore different design iterations during the initial stages of aircraft development, or to experiment with new and immature technologies. Testing of free-flight subscale models, referred to as Subscale Flight Testing (SFT), could offer an affordable and low-risk alternative for complementing conventional techniques with both qualitative and quantitative information. The miniaturisation of mechatronic systems, the advances in rapid-prototyping techniques and power storage, as well as new manufacturing methods, currently enable the development of sophisticated test objects at scales that were impractical some decades ago. Moreover, the recent boom in the commercial drone industry has driven a quick development of specialised electronics and sensors, which offer nowadays surprising capabilities at competitive prices. These recent technological disruptions have significantly altered the cost-benefit function of SFT and it is necessary to re-evaluate its potential in the contemporary aircraft development context. This thesis aims to increase the comprehension and knowledge of the SFT method in order to define a practical framework for its use in aircraft design; focusing on low-cost, short-time solutions that don't require more than a small organization and few resources. This objective is approached from a theoretical point of view by means of an analysis of the physical and practical limitations of the scaling laws; and from an empirical point of view by means of field experiments aimed at identifying practical needs for equipment, methods, and tools. A low-cost data acquisition system is developed and tested; a novel method for semi-automated flight testing in small airspaces is proposed; a set of tools for analysis and visualisation of flight data is presented; and it is also demonstrated that it is possible to explore and demonstrate new technology using SFT with a very limited amount of economic and human resources. All these, together with a theoretical review and contextualisation, contribute to increasing the comprehension and knowledge of the SFT method in general, and its potential applications in aircraft conceptual design in particular.

Sukhoi Su-27 Flanker E. Gordon,Yefim Gordon,Peter Davison,2006 Recognized as one of the best fighters of the 1990s, the Su-27 Flanker is a single-seat supersonic interceptor that is often declared the finest and most successful fighter of the Cold War era. Designed by Sukhoi OKB, the imposing fighter quickly gained popularity and respect from countries all across the globe. Intended to be a direct competitor to the new generation of American fighters such as the F-15, the Su-27 was designed with outstanding range, heavy armament, and high agility. Excellent performance, handling, and serviceability have made the aircraft popular with its pilots and ground personnel alike. Equipped with an analog fly-by-wire control system, a full avionics suite, and up to 10 air-to-air missiles, the Flanker also features a rearward-facing radar between the engines, allowing it to fire at targets behind the aircraft. Outfitted with two Lyul'ka AL-31F turbofans, each 12,500 kgp (27,557 lb st) with afterburning, the Su-27's high thrust-to-weight ratio and refined aerodynamics allow superb flight characteristics at high angles of attack. Yefim Gordon and Peter Davison are the authors of several books on Soviet aircraft including the Specialty Press titles Mikoyan Gurevich MiG-29 Fulcrum and Mikoyan Gurevich MiG-15 Fagot. Over 300 photos illustrate the story of the Su-27. Topics covered include design, development, structural detail, international production, trials, upgrades and generations, comparisons, overseas sales, and much more. This book is a must have for all warbird enthusiasts!

Mikoyan MiG-23 and MiG-27: Famous Russian Aircraft Yefim Gordon,Dmitriy Komissarov,2019-09 Originally conceived as a replacement for the famous MiG-21, changing priorities turned the MiG-23 into a STOL fighter with variable-geometry wings that first flew in June 1967. After two years of testing, the aircraft, codename Flogger, entered service in 1969. From then on development of the Flogger proceeded along two parallel lines originally as a fighter/interceptor with a two-seat trainer variant and later as a fighter/bomber which evolved into the MiG-27 used by the Soviet Air Force. This, in turn, was progressively improved as the MiG-27D/MiG-27M and the MiG-27K. The MiG-23 family was widely exported. New aircraft were supplied to the Soviet Union's Warsaw Pact allies and selected nations in the Middle East, Africa and Asia. Later, second-hand machines were sold from CIS stocks to various parts of the world, which allowed the MiG-23 to remain active abroad longer than in Russia where single-engined combat jets had been phased out in 1997. The

Flogger saw a good deal of action. Soviet MiG-23MLDs were actively used in the Afghan War; elsewhere, the fighter variants saw action in Syria (both in against Israel in the 1970s and in the Syrian Civil War), Libya, Iraq, Angola and Sudan. The fighter-bombers also fought in Afghanistan, Iraq, Libya and Sri Lanka. This comprehensive book describes the development and service history of all variants of these aircraft, featuring fleet lists and numerous rare photos and color profiles.

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.

**Topgun Days** Dave Baranek,2012-10-01 The fascinating history of one man's rise from naval flight officer toHollywood hero.

Awesome Origami Jets That Fly Tem Boun,2007-07-19 This book achieves what only few authors has done before, folding paper airplanes that fly and look realistic without the aid of any cuts, tape, staple, or other modifications.

*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).

**Soviet Cold War Fighters** Alexander Mladenov,2017-04-20 Beautifully illustrated with many rare and unpublished photographs, Soviet Cold War Fighters looks at the main development periods of Soviet fighter designs and covers all the important features and developments for each - a total of four generations of fighter were developed from the late 1940s to the early 1980s - that witnessed the most iconic and powerful fighters such as the legendary MiG-15, MiG-21, Tu-128, Su-9, MiG-23, MiG-25 reach for the skies, followed by the modern day MiG-29, MiG-31 and Su-27, which strike fear in the West for their phenomenal weaponry and blistering performance. All aircraft are described in detail with facts and figures, including their weapons and instances of combat employment, as well as explaining how the Cold War drastically changed Soviet fighter design to counter the West. Researched and written by Alexander Mladenov, a leading aviation journalist, this is a highly detailed testament to leading Soviet fighter design and development.

**Unflown Wings** Dmitriy Komissarov,Sergey Komissarov,Yefim Gordon,2013 This book surveys all the Soviet/Russian aircraft that either remained “paper projects” (the work progressed no further than the design documents or even merely a design proposal) or were abandoned at the prototype construction stage. Over many years, the authors have unearthed a mass of unpublished material on these aircraft projects including the Isayev/Shevchenko bi-monoplane fighters with retractable lower wings developed in the 1930s, early Soviet jet fighter projects of the Second World War period, and the twin-boom fighters and attack aircraft developed by Semyon M. Alekseyev in the late 1940s. Wherever possible, images of the aircraft are shown, including pictures of models, and line and cutaway drawings from the project documents, giving the readers the maximum available information on Soviet aircraft projects developed over a large time scale. The book is richly illustrated with numerous photos, drawings, and diagrams, as well as color side views of the unbuilt aircraft, which will be of interest not only to the numerous Soviet/Russian aviation enthusiasts but also to scale modelers.

**TSR2 Precision Attack to Tornado** John Forbat,2012-05-30 Included are details on the ground-breaking navigation and attack system, its Cold War context, its requirements and the development of ATF (advanced terrain following), and in-depth analysis of automatic flight control systems, analogue and digital simulations at Weybridge and the reconnaissance pack for mapping enemy territory. It finishes with a look at the final throes of TSR2's cancellation by the Labour government in 1965.

**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.

Postwar Aircraft Jerry Scutts,2000-10-27 Postwar military aviation is dominated by the multi-role jet aircraft. This book looks at military jets from the F-86 Sabre of the Korean War through to the Tornados and F-18s of today and the key issues associated with accurate detailing, markings and camouflage schemes.

**Dassault Mirage F1** Robert Pied,Nicolas Deboeck,2019-11 A close up of the Dassault Mirage F1, including every detail of the fuselage, cockpit, wings, landing gear, engine, vertical tail and more. Action photos of French, Spanish, Iraqi and other Mirage F1s. Includes 10 pages of cockpit photos and many maintenance photos. Also includes photos of the Mirage F1s currently operated by Draken International in the USA.

Soviet Secret Projects Tony Buttler,Yefim Gordon,2005 This is the latest among Midland's very successful 'Secret Projects' series. This, the second of three volumes covering Soviet secret aviation projects, is devoted to post-World War II fighters and will include designs from famous bureaus such as Lavochkin, Mikoyan, Sukhoi, Yakovlev, Myasishchev, and Tupolev. The book covers early post-war fighters, competitions for the first-generation supersonic designs (MiG-21 and Su-7/-9), advanced designs of the 1960s which led to the MiG-2 and competitions to build the specifications which resulted in the MiG-29, Su-27, and MiG I-44. A number of previously unpublished Yakovlev designs from the late 1950s and early 1960s form a separate chapter, followed by another covering Yakovlev's VSTOL work. The book also describes the competition between design bureaus for orders and shows the progress made in aircraft design behind the Iron Curtain. It will give both experts and enthusiasts the chance to compare this work to Western aircraft programs of the era.

*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.

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