

Soviet Ilyushin Il 28 Beagle Bomber Aircraft Paper Model.jpg

United States. Department of the Army

Ilyushin Il-28 Beagle Yefim Gordon,Dmitrii Komissarov,2002 Entering service with the USSR Air Force in 1950, the Ilyushin IL-28 Beagle has been dubbed 'The Russian Canberra.' This is the first in-depth study of the long-serving light bomber. Besides the USSR, it served with the air forces of Egypt, China, Czechoslovakia and Poland. The aircraft had a maximum speed of 600 mph at sea level and 515 mph at 36,000 feet. IL-28 was armed with two, fixed forward-firing 23-mm cannons and two, 23-mm cannons in a manually-directed tail position.Hardcover, 7-1/2 x 9-1/2, 224 pp, 24 color, 162 b/w and 36 line drawings

Famous Russian Aircraft: Ilyushin Il-28 E. Gordon,Yefim Gordon,Dmitriy Komissarov,2015 The Il-28 tactical bomber was a success in all its roles. From Torpedo-bomber, reconnaissance, trainer, and mail carrier, numerous specialized versions were also developed, including testbeds for avionics, weapons, and aircraft systems . A true fighting machine, by the mid 1950s it became the main strike aircraft of the Soviets and later saw action in various armed conflicts in the Middle East, Asia and Africa.

Aeroplane Adam Bialek,2021-04-08 Photographic documentation of the aircraft, with visible details of the external construction elements. The album contains only photos. There is no text or description in the album. IL-28. Reconnaissance plane, 1950, USSR. Span 22.65 m (with additional fuel tanks) Length 17.65 m Take-off weight (nominal) 19,500 kg Maximum speed 876 km/h Ceiling 12,300 m Range 3150 km Armament Powerplant: 2 x VK-1, rated at 2700 kG (2646 kW) The aeroplane was designed as a high wing, twin engine bomber, with a nose wheel. The crew was limited to three men: pilot, navigator/bombardier and rear gunner/radio operator. There were two pressurised compartments, increasing the crew's comfortable working environment in high altitudes. Under the straight leading edges, two engine nacelles with main undercarriage wheel bays were assembled. Swept vertical and horizontal stabilisers allowed for keeping appropriate steering and stability at high speeds. Armament consisted of a 3000kg maximum bomb load, carried in the fuselage inner bomb bay and four 23mm cannons - two fixed in front, on the both sides of fuselage and twin movable cannons at the rear. The first Il-28 bombers reached Soviet air regiments at the beginning of 1950 and gained recognition among the flying personnel for its outstanding flying characteristics. The ground crews valued the aircraft for its access to engines and other equipment. Along with the Il-28, a reconnaissance version was developed. It was flown in April 1950, and was intended for night or day use, tactical and operational reconnaissance. The aircraft's bomb bay was adopted to carry different cameras, photo flash bombs, flares and fuel tanks. Additional fuel tanks were attached at the wing tips. The Il-28R was armed with three 23mm cannons. In the following years the Il-28 was utilised for radio reconnaissance and electronic warfare (passive and active jamming of enemy electronics). The Il-28 aircraft were in service in many countries. They were also engaged in some military conflicts.

Soviet Secret Projects Tony Buttler,Yefim Gordon,2004 Among the best-selling aviation titles of recent years have been Midland's Lutwaffe and British Secret Projects series. Soviet secret projects now come under the spotlight. This first volume covers bomber concepts from the various design bureaus from the 1940s onwards. Many unusual and sophisticated aircraft are featured in these pages, allowing comparisons between what the Soviets were working on and what was being produced in the West during that period.

Ilyushin Il-28 Dariusz Karnas,2015-04-09 Scale plans in 1/72, 1/48 of Il-28 bomber variants. All bomber versions are shown.

The Suez Crisis Anthony Gorst,Lewis Johnman,2013-04-15 This introduction to Suez covers the background to the crisis, the invasion, and its aftermath. The Suez-Crisis provides: * key documents, as primary sources, incorporated in the text * an extensive range of other source material, including images * analysis of the significance of the sources discussed, and their usefulness as historical evidence * commentary on the historical context of the crisis * an analysis of the wider implications of the crisis, particularly for Britain

Finnish Jet Colours Kyösti Partonen, 2019-01-04 Book covers Finnish Jets used Finnish Air Force. Camouflage and markings of the fighters are described in unparalleled detail by the well-known Finnish author Kyösti Partonen. Many unpublished photos, and exclusive color profiles. - dH Vampire Mk 52 and Vampire Trainer Mk 55 - Folland Gnat Mk 1 - Potez-Air Fouga CM 170 Magister - Ilyushin Il-28 and Il-28R - Mikoyan-Gurevich UTI MiG-15 - Mikoyan-Gurevich MiG-21 F13 - Mikoyan-Gurevich MiG-21UM - Mikoyan-Gurevich MiG-21 bis - SAAB 35BS, CS, FS and S Draken - Bae Hawk Mk 51, Mk 51A and Mk 66 - Gates Learjet 35A/S - McDonnell/Boeing F-18C/D and F/A-18C/D Hornet

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.

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.

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.

Convair B-36 Peacemaker Meyers K. Jacobsen, 1999 Convair B-36 Peacemaker, A Photo Chronicle explores the history of the Strategic Air Command's biggest bomber that helped keep the peace during the early years of the Cold War. The six-engined B-36 - later ten engine - was the first intercontinental bomber that could fly across continents, hit its target, and return to base unrefueled - long a dream of air planners. Presented here through the use of historical photographs is the history of this magnificent airplane, from its origin just prior to America's entry into World War II in 1941, to its final days in 1959 when its last missions were flown. This book will give the reader a concise overview of the story of the Peacemaker in

the 1940s-1950s. A serial number listing is included, as well as a list of all ten B-36 bomb wings.

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-7/Su-17 E. Gordon, Yefim Gordon, Dmitriy Komissarov, 2011 Following on from the collection of successful 'Famous Russian Aircraft' titles, Yefim Gordon has teamed up with Keith Dexter and Dmitriy Komissarov to produce this insight into the Sukhoi fighter bomber family. In the early 1950s the reborn aircraft design bureau headed by Pavel O. Sukhoi started its renewed activities by creating two aircraft sharing the same fuselage design and powerplant - the delta-wing T-3 and the swept-wing S-1. The former became the progenitor of several interceptors, starting with the Su-9; the other aircraft became the Su-7 tactical fighter but soon evolved into the Su-7B fighter-bomber. Known to the West as the Fitter, the Su-7B and its improved Su-7BM and Su-7BKL versions formed the backbone of the Soviet fighter-bomber aviation. They were also exported to many friendly nations - first and foremost to some Warsaw Pact member states (Poland and Czechoslovakia), as well as to non-aligned nations like India, Algeria, Egypt, Iraq and others. The Fitter saw action in quite a few wars - the Indo-Pakistani border conflict of 1971, the Arab-Israeli wars. The initial Su-7 Fitter-A was superseded by the Su-17 which differed primarily in having variable-geometry wings. The prototype made its maiden flight in 1966; the production version completely supplanted the original Su-7 in Soviet Air Force service in the 1980s. The swing-wing Su-17 proved highly efficient in the Afghan War, earning the affection of the pilots who flew it. Its high combat capabilities were duly recognized abroad; apart from the Warsaw Pact (Poland, Czechoslovakia, East Germany, Hungary and Bulgaria), the Su-20 and Su-22 export variants were delivered to Egypt, Iraq, Peru, Yemen, Afghanistan and other nations. Iraq used its Su-22s against Iran in the war of 1980-88, and the ultimate Su-22M4 is still in service with the Polish Air Force - albeit with upgrades to make it compatible with NATO operational standards. This new title written by 3 aviation enthusiasts, including expert in the field Yefim Gordon, and is illustrated with a whole host of unpublished photos, as well as numerous line drawings and colour side views, which will undoubtedly be of interest to aviation enthusiasts and scale modellers alike. The in service and operators chapters feature insignia and unit badges/nose art worn by individual aircraft, making this a must have for any aviation and scale model enthusiast's collection.

The Greene Papers Wallace Martin Greene (Jr.), 2016-03-24 General Wallace M. Greene Jr. was the 23d Commandant of the Marine Corps, serving from 1964 to 1967, a period in which American involvement in Vietnam increased dramatically. The Greene Papers: General Wallace M. Greene Jr. and the Escalation of the Vietnam War, January 1964-March 1965 contains more than 100 documents from the personal papers of General Greene and is the first edited volume of personal papers to be published by the Marine Corps History Division as a monograph. Produced by a member of the Joint Chiefs of Staff, General Greene's notes provide readers with a firsthand account from one of the main participants in the decision-making process that led to the commitment of a large-scale American expeditionary force in Southeast Asia. Because of President Lyndon B. Johnson's reticence to regularly consult the Joint Chiefs on military matters, however, the notes also give readers a second point of view: that of a frustrated advisor kept on the outside and forced to look in, observe, and reflect on major military decisions often made without his input or support.

Also apparent are the tensions between Greene and President Johnson's aggressive and domineering Secretary of Defense, Robert S. McNamara. This volume begins in January 1964 and ends just before the landing of the 9th Marine Expeditionary Brigade at Da Nang on 8 March 1965, a pivotal moment that marked the official transition from the United States' advisory mission to a more active combat mission. In doing so, it traces Greene's growing frustration with McNamara's and Johnson's equivocation and uncertainty about Southeast Asia. Along with a series of commemorative pamphlets, this book is part of the Marine Corps History Division's effort to mark the fiftieth anniversary of the Vietnam War. Other publications available from the United States Marine Corps can be found here: <https://bookstore.gpo.gov/agency/922> Other publications about the Vietnam War can be found here: <https://bookstore.gpo.gov/catalog/us-military-history/battles-wars/vietnam-war>

First Soviet Jet Bombers Yefim Gordon, 2004 As World War II drew to a close, the Soviet government was well aware that today's allies would soon be tomorrow's adversaries. This meant new bombers had to be developed for dealing strikes at the potential adversaries' military and political centers. Having gained access to German jet aircraft technology and the men behind it in 1945, the Soviet Union put them to good use when developing its own jet bombers. The first jet bomber to fly in the USSR was the Junkers EF131. Built in 1946, it was based on the unconventional forward-swept wing Ju 287 V2, which had been captured in incomplete form. This was followed by the EF140 (a similar FSW design differing in powerplant) and the equally unusual T-tailed, bicycle-gear 'aircraft 150' developed by Brunolf Baade which was ultimately rejected in favor of the Tupolev Tu-16. The first wholly indigenous Soviet jet bomber came from the Ilyushin design bureau; it was the four-engined IL-22 of 1947. Other experimental Ilyushin bombers - the IL-30, IL-46 and IL-54 which lost out to competing designs - are described in this book, as are the Tupolev 'aircraft 77', 'aircraft 82' and the 'aircraft 72/73/78' series which culminated in the Tu-14 twinjet bomber built on a small scale, mainly for the Soviet Navy.

Soviet-Russian AWACS Aircraft Yefim Gordon, Dmitriy Komissarov, 2010 The need to ensure effective protection of the Soviet airspace in areas lacking adequate cover by ground radars led the nation's aircraft designers to start working on airborne early warning systems. The Tupolev OKB was the first among the nation's aircraft design bureaus to create an 'eye in the sky', evolving the Tu-126 AEW aircraft from the Tu-114 long-haul turboprop airliner. The aircraft entered service in 1961, filling an important role with the Soviet Air Force until replaced in the early 1980s by the Ilyushin/ Beriev A-50 AWACS based on the IL-76MD transport. In addition to these two types, the book describes the highly unorthodox Antonov An-71 with its tail-mounted rotodome (intended for operations from a large aircraft carrier which eventually never materialized) and the Kamov Ka-31 shipboard AEW helicopter. Due mention is also made of projects that never got off the drawing board the Tu-156, IL-150 and Yakovlev Yak-44.

Worldwide Aeromedical Evacuation United States. Department of the Army, 1985

Figureheads of the Royal Navy David Pulvertaft, 2011 The first figureheads that were carved to represent the names of British warships appeared during the reign of Henry VIII; the last ones were carved in the early years of the twentieth century. During the intervening three hundred and fifty years it is estimated that some 5000 ships of the Royal Navy carried a figurehead of some description. This book follows the development of these diverse carvings, examining how the figurehead carvers interpreted the names and the symbolism incorporated in their designs. Lavishly illustrated with much previously unpublished material, the book explores the wide range of subjects that were represented.

Computer-Related Risks Peter G. Neumann, 1994-10-18 This sobering description of many computer-related failures throughout our world deflates the hype and hubris of the industry. Peter Neumann analyzes the failure modes, recommends sequences for prevention and ends his unique book with some broadening reflections on the future. —Ralph Nader, Consumer Advocate This book is much more than a collection of computer mishaps; it is a serious, technically oriented book written by one of the world's leading experts on computer risks. The book summarizes many real

events involving computer technologies and the people who depend on those technologies, with widely ranging causes and effects. It considers problems attributable to hardware, software, people, and natural causes. Examples include disasters (such as the Black Hawk helicopter and Iranian Airbus shootdowns, the Exxon Valdez, and various transportation accidents); malicious hacker attacks; outages of telephone systems and computer networks; financial losses; and many other strange happenstances (squirrels downing power grids, and April Fool's Day pranks). Computer-Related Risks addresses problems involving reliability, safety, security, privacy, and human well-being. It includes analyses of why these cases happened and discussions of what might be done to avoid recurrences of similar events. It is readable by technologists as well as by people merely interested in the uses and limits of technology. It is must reading for anyone with even a remote involvement with computers and communications—which today means almost everyone. Computer-Related Risks: Presents comprehensive coverage of many different types of risks Provides an essential system-oriented perspective Shows how technology can affect your life—whether you like it or not!

The Soviet Air Forces Paul J. Murphy, 1984

Reviewing **Soviet Ilyushin Il 28 Beagle Bomber Aircraft Paper Model.jpg**: Unlocking the Spellbinding Force of Linguistics

In a fast-paced world fueled by information and interconnectivity, the spellbinding force of linguistics has acquired newfound prominence. Its capacity to evoke emotions, stimulate contemplation, and stimulate metamorphosis is truly astonishing. Within the pages of "**Soviet Ilyushin Il 28 Beagle Bomber Aircraft Paper Model.jpg**," an enthralling opus penned by a very acclaimed wordsmith, readers embark on an immersive expedition to unravel the intricate significance of language and its indelible imprint on our lives. Throughout this assessment, we shall delve in to the book is central motifs, appraise its distinctive narrative style, and gauge its overarching influence on the minds of its readers.

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