

Simple Sukhoi Su 25 Frogfoot Aircraft Paper Model.jpg

Yefim Gordon,Dmitriy Komissarov

Sukhoi Su-25 Frogfoot Robert Pied,Nicolas Deboeck,2021-06 Walk-around and action photography of the Su-25.

Sukhoi Su-25 Frogfoot Alexander Mladenov,2013-09-20 A fully illustrated technical guide to the Sukhoi Su-25 Frogfoot. The Sukhoi Su-25 Frogfoot was the Soviet Air Force's first mass-produced jet purposely designed for the close air support (CAS) role and was a simple, effective and durable attack aircraft that, by 2012, had seen combat in no fewer than 40 conflicts. Some 630 Su-25s were built between 1979 and 1991, as well as 185 export Su-25Ks, 70 Su-25UB/UBK Frogfoot-B two-seaters that rolled off the production line at the aviation plant in Ulan Ude (UUAP), Russia. 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. Illustrated throughout with photographs and colour artwork, this title examines the development history, evolution and combat performance of the Su-25 Frogfoot, and details its effectiveness and reliability. Such is the reputation the Su-25 has earned, 19 of the 25 nations to have deployed a Frogfoot variant continue to operate them today.

Sukhoi Su-25 Frogfoot Yefim Gordon,2007-07 Detailed coverage of the Sukhoi Su-25, one of the most well-known and popular Russian combat aircraft types.

Su-25 'Frogfoot' Units In Combat Alexander Mladenov,2015-04-20 This volume details the technical features and operational performance of the Soviet Su-25 'Frogfoot', which proved itself as a durable and versatile attack aircraft in a variety of theatres such as Afghanistan, Georgia and Ossetia. Today it is widely accepted as the true successor to the types of specialised ground--attack aircraft that emerged during World War II. This book illuminates the service history of the 'Frogfoot' in over 30 years of combat using first-hand accounts and revealing archive photographs. The awkward-looking Su-25 has often been underrated, but the faithful 'Frogfoot' is now slated to remain in service with most of its current operators across the globe until at least 2020. This study explores the successes of the 'Frogfoot' in full, demonstrating its strengths as a formidably armed, armoured and very agile attack aircraft.

Su-25 Frogfoot in Action Hans-Heiri Stapfer,Don Greer,Tom Tullis,1992-01-01

Sukhoi Su-25 Frogfoot S. Skrynnikov,1994

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.

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-25 E. Gordon,Dmitrii Sergeevich Komissarov,2020

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.

Fundamentals of Aircraft and Rocket Propulsion Ahmed F. El-Sayed,2016-05-25 This book provides a comprehensive basics-to-advanced course in an aero-thermal science vital to the design of engines for either type of craft. The text classifies engines powering aircraft and single/multi-stage rockets, and derives performance parameters for both from basic aerodynamics and thermodynamics laws. Each type of engine is analyzed for optimum performance goals, and mission-appropriate engines selection is explained. Fundamentals of Aircraft and Rocket Propulsion provides information about and analyses of: thermodynamic cycles of shaft engines (piston, turboprop, turboshaft and propfan); jet engines (pulsejet, pulse detonation engine, ramjet, scramjet, turbojet and turbofan); chemical and non-chemical rocket engines; conceptual design of modular rocket engines (combustor, nozzle and turbopumps); and conceptual design of different modules of aero-engines in their design and off-design state. Aimed at graduate and final-year undergraduate students, this textbook provides a thorough grounding in the history and classification of both aircraft and rocket engines, important design features of all the engines detailed, and particular consideration of special aircraft such as unmanned aerial and short/vertical takeoff and landing aircraft. End-of-chapter exercises make this a valuable student resource, and the provision of a downloadable solutions manual will be of further benefit for course instructors.

Team Yankee Harold Coyle,2016-09-09 This revised and updated edition of the classic Cold War novel Team Yankee reminds us once again might have occurred had the United States and its Allies taken on the Russians in Europe, had cooler geopolitical heads not prevailed. For 45 years after World War II, East and West stood on the brink of war. When Nazi Germany was destroyed, it was evident that Russian tank armies had become supreme in Europe, but only in counterpart to US air power. In 1945 US and UK bombers sent a signal to the advancing Russians at Dresden to beware of what the Allies could do. Likewise when the Russians overran Berlin they sent a

signal to the Allies what their land armies could accomplish. Thankfully the tense standoff continued on either side of the Iron Curtain for nearly half a century. During those years, however, the Allies beefed up their ground capability, while the Soviets increased their air capability, even as the new jet and missile age began (thanks much to captured German scientists on both sides). The focal point of conflict remained central Germany—specifically the flat plains of the Fulda Gap—through which the Russians could pour all the way to the Channel if the Allies proved unprepared (or unable) to stop them. Team Yankee posits a conflict that never happened, but which very well might have, and for which both sides prepared for decades. This former New York Times bestseller by Harold Coyle, now revised and expanded, presents a glimpse of what it would have been like for the Allied soldiers who would have had to meet a relentless onslaught of Soviet and Warsaw Pact divisions. It takes the view of a US tank commander, who is vastly outnumbered during the initial onslaught, as the Russians pull out all the cards learned in their successful war against Germany. Meantime Western Europe has to speculate behind its thin screen of armor whether the New World can once again assemble its main forces—or willpower—to rescue the bastions of democracy in time.

British Secret Projects Tony Buttler, 2000 A large number of fighter projects have been drawn by British companies over the last fifty years, but very few have turned into hardware, and very little has been published about these fascinating might-have-beens. This book makes extensive use of previously unpublished, primary-source material—much recently declassified. It gives an insight into a secret world where the public has had little idea of what was going on, while at the same time presenting a coherent nationwide picture of fighter development and evolution. Particular emphasis is placed on tender design competitions and some of the events that led to certain aircraft either being canceled or produced. Some of the many and varied types included are the Hawker P.1103/P.1136/P.1121 series, and the Fairey Delta III. The book includes many illustrations, plus specially commissioned renditions of might-have-been types in contemporary markings.

Chinese Air Power Yefim Gordon, Dmitriy Komissarov, 2021-05-04 By the turn of the century China had reaffirmed its position as one of the world's leading military powers. With much importance attached to fleet renewal; the People's Liberation Army Air Force (PLAAF) and the Naval Aviation are fielding new types, emphasis shifting from local derivatives of Russian or western types to indigenously developed aircraft and helicopters. The book focuses on the current PLAAF/PLANAF order of battle and describes the most advanced aircraft types currently in service or due to enter service. Among the many aircraft reviewed in this volume are the Chengdu J-10 single-engine fourth-generation fighter in service since 2003, fifth-generation fighters like the twin-engin, tail-first Chengdu J-20, and the smaller Shenyang J-31 fifth-generation light fighter. Deliveries of Xian H-6K missile carriers, the Chinese version of the Tupolev Tu-16 bomber, are continuing, the H-6N with inflight refueling capability, entering service in 2019. Transport aviation is not forgotten either. China has also been building an aircraft carrier fleet equipped with the Shenyang J-15 Flying Shark shipboard fighter derived from the Sukhoi Su-33. The latest addition to the Chinese Army Aviation's arsenal is the Harbin Z-20 medium utility helicopter which looks like the Sikorsky S-70 Black Hawk. Numbers of the CAIC Z-10 attack helicopter and the lighter Harbin Z-19 attack helicopter are also now operational. Unmanned aerial vehicles are also reviewed in this comprehensive survey.

Soviet X-planes Gordon Yefim, E. Gordon, Bill Gunston, 2000 This is the first book to collect stories of the most important Soviet aircraft, including experimental machines from the early 1900s through to the latest Russian prototypes of today. About 150 types are described, each with data and many with extensive drawings.

MiG-23/27 Flogger E. Gordon, Yefim Gordon, Keith Dexter, 2005 The latest title in the renowned Aerofax series is a detailed history of the development and operation of the Soviet interceptor, the MiG-23/27, code named in the west, Flogger. In the era of the Cold War, the military planners on both sides of the Iron Curtain were very aware of the threat to their security both from bombers which could carry nuclear weapons and from spyplanes. Thus it was deemed essential to have fast fighter aircraft which could intercept and destroy such incoming threats. The MiG-23 was developed to succeed the MiG-21 as the standard Soviet interceptor. It was a major advance on the earlier aircraft. Its swing-wing configuration was a generation on from its predecessor. Deliveries began in 1972 and in excess of 3,000 aircraft were built before production ended in 1986. As was the case with many Soviet types, the MiG-23 was widely exported to satellite or friendly countries. The MiG-23 saw service with air forces in the Middle East, the Far East, Cuba and Eastern Europe and a licenced version was built in India. The book also covers the history and operation of the MiG-27, a development of the MiG-23. This was a tactical strike aircraft with a completely redesigned forward fuselage which was produced in significant quantities from the late 1970s onwards. Both of these important types will be covered in the usual and well regarded Aerofax style which combines a thoroughly researched narrative with many photographs. This volume in the series will complete the Aerofax coverage of MiG design bureau's major modern types.

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.

OKB MiG Piotr Butowski, Jay Miller, 1991 This is the first English-language book to provide such detailed insight into the once highly secretive world of Soviet military aircraft production, and into the elite MiG design bureau. The most thorough and authoritative history of its kind ever published.

Russian Air Power Yefim Gordon, Alan Dawes, 2002 This volume deals with the current state of the Russian Air Arm, explaining its structure and order of battle in the light of recent reorganizations. Also included are accounts of the first and second Chechen Wars, and brief descriptions of all aircraft types currently in use.

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.

Immerse yourself in heartwarming tales of love and emotion with Explore Love with is touching creation, Experience Loveis Journey in **Simple Sukhoi Su 25 Frogfoot Aircraft Paper Model.jpg** . This emotionally charged ebook, available for download in a PDF format (Download in PDF: *), is a celebration of love in all its forms. Download now and let the warmth of these stories envelop your heart.

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