



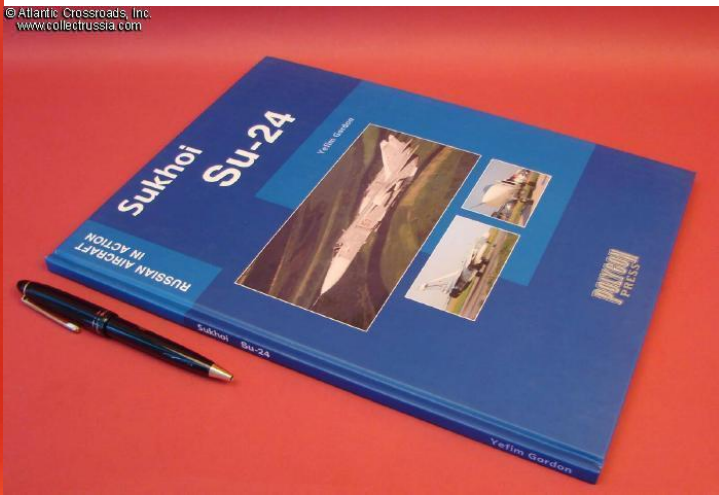
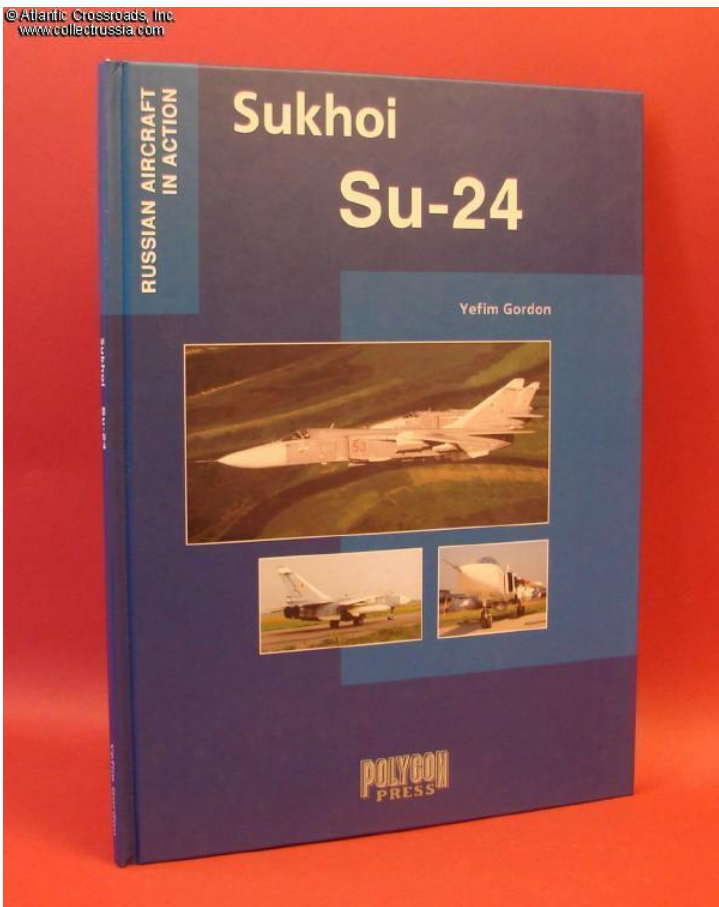
Sukhoi Su-24, by Yefim Gordon, C.

2003, IP Media publishing house. This is one of the books of the "Russian Aircraft in Action" series. ENGLISH TEXT, 9" x 12" format hardcover, 80 pp.

The book includes a large number of high quality photos, all accompanied by detailed captions, plus brief history of development and deployment of this ground attack / tactical bomber aircraft (known in the West by its NATO designation Fencer) which was used extensively during the Soviet war in Afghanistan and later during the Chechen conflict. Great book for aviation enthusiast, model builder or historian!

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2,500 km/h (1,550 mph) and an all up weight of 20,000 lb (9,070 kg). The two crew members sat in tandem, and the two 7,200 lb (3,270 kg) Tumansky R-27F-300 afterburning turbojets were p side in the rear fuselage, breathing through lateral air int for the project, and attention was turned to variable- and lift-jets, the work proceeding in parallel on these ty pletely new project designated T-6 was started. The known as the T6-1, entered flight test on 2nd July 19 Vladimir S. Il'yushin at the controls. It had double-ded leading-edge sweep on the inner wings. The crew o side-by-side. Behind the cockpit were four Kolesov RT intended to improve field performance. Initially R-27F2-300 cruise engines rated at 10,200 kgp (22.4 burner (again fed by variable lateral air intakes) was the main engines was used to cool the lift-jets. The ir (24,750-lb st) Lyul'ka AL-21F afterburning turbojets

The T6-1 was intended to carry air-to-surface rockets, air-to-air missiles, bombs and other store two fuselage hardpoints. The wing span was 10.4 length 23.72 m (77.8 ft), height 6.373 m (20.9 ft) sq.m (487.9 sq. ft). Maximum TOW was 26,100 kg

In the course of trials the Soviet Air Force char the ordnance load was increased to such an e were no longer viable. Also, the contradictory rec transonic speeds at ground level and short-fli there. Studies by the Central Aero- and Hydrodyn showed that variable-geometry wings compar every other possible layout that the Sukhoi OK the T-6 less than six months after the first flight.

The second prototype, designated T6 /zmenyayemaya [gheometriya], variable geom late 1969 and took to the air on 17th January 1

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