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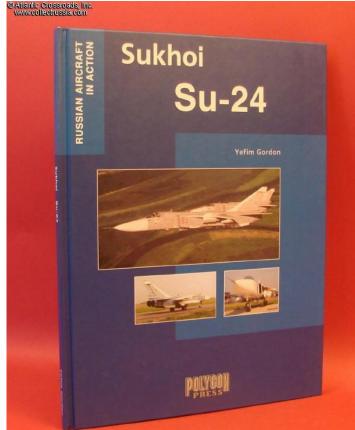
## Sukhoi Su-24, by Yefim Gordon, C.

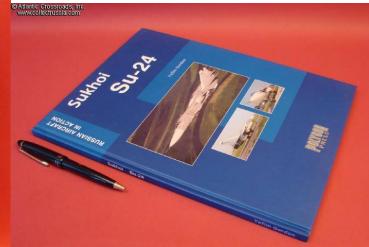
2003, IP Media publishing house. This is one of the books of the "Russian Aircraft in Action" series. ENGLISH TEXT, 9" x 12" format hardcover, 80 pp.

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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## Contents

Su-24 - a Brief History ..... Photo Gallery ..... Line Drawings .....

R-21F-300 afterburn lb st) Tumans

and attenti was turned to proceeding in parallel on designated T-6 was star plotely new project designated T6 was started. The known as the T6-1, entered flight test on 2nd July 19 yladimir S. Il'yushin at the controls. It had double-del leading-edge sweep on the inner wings. The the cockpit were four Kol side-by-side. Behind the cockpit w side-by-side. Behind the occeptit were four Kolesov Rf intended to improve field performance. Initially R-27F2-300 cruise engines rated at 10.200 kgp (22,40 burner (again fed by variable taterat air intakes) we the main engines was used to cool the lift-gitter. The in (24,759/b) st) Lyulika AL-21F afterburning turbojets The T6 4 laws intended to come of the source

(24,750-b) \$1 Lyurka AL-21\* attentioning furticipies 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 (48.7.9 sq. ft). Maximum TOW was 26,100 kg In the course of trials the Soviet Air Force chan the ordnance load was increased to such an e-ure no longer viable. Also, the contradictory rec

were no longer viable. Also, the contradictory red transonic speeds at ground level and short-fiel there. Studies by the Central Aero- and Hydrodyn showed that variable-geometry wings compar-every other possible layout that the Sukhol OK the T-6 less than six months after the first flight. The second prototype, designated T6 izmenyayemaya [gheometrya], variable geom

late 1969 and took to the air on 17th January 1



