

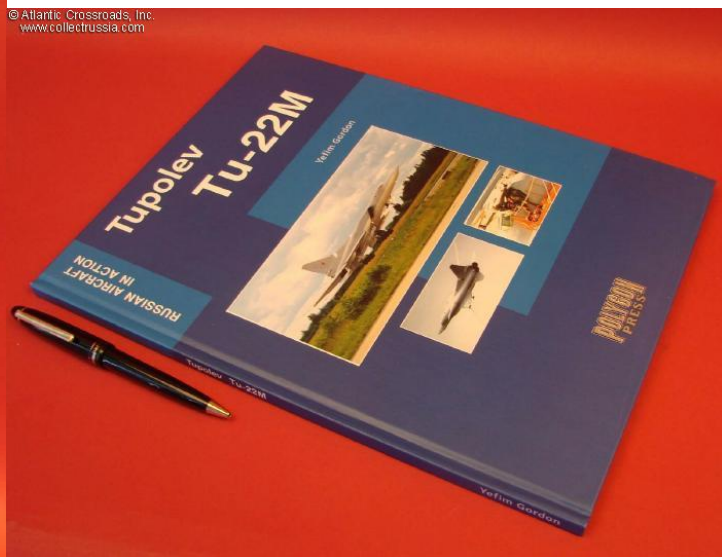
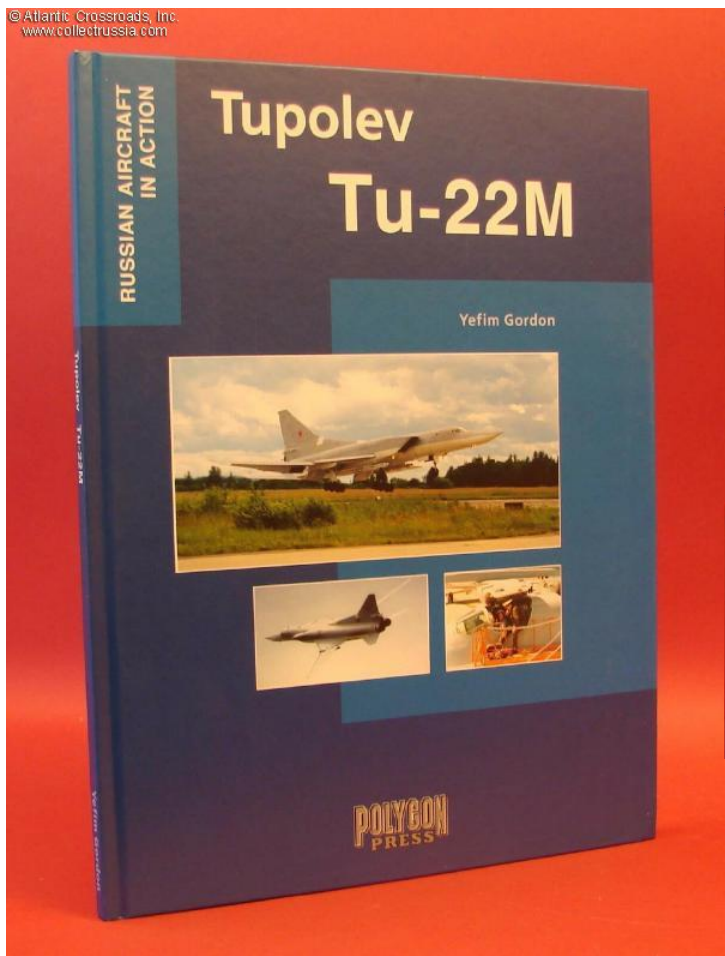
### **Tupolev Tu-22M, by Yefim Gordon, C.**

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 strategic / tactical bomber known in the West by its NATO designation "Backfire". Great book for aviation enthusiast, model builder or historian!

Item# 10676

**\$15.00**



# Туполев Ту-22М

## Contents

- Tu-22M - a Brief History
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### Tupolev Tu - 22M

Back in 1956 OKB-156 (авиационно-конструкторское бюро - design bureau) led by Andrei Nikolayevich Tupolev brought out a new subject submarine nuclear strategic bomber designed to operate on the European and Pacific theatres of operations. Defeating conventional and nuclear weapons when a combat radius of 2,000-3,000 km (1,110-1,850 mi), taking to the air in the summer of 1958, the aircraft entered production and service as the Tu-22. Known to the West as the bomber, the Tu-22 gradually expanded its range of missions to anti-shipping missile strikes, reconnaissance, electronic counter-measures and precise bombing.

Designed to replace the supersonic Tu-16 Badger in its various roles with the Soviet Air Force (VVS) and the Soviet Naval Air Arm (VMFA), in reality the Tu-22 complemented the Tu-16 rather than replaced it. A new approach to supersonic heavy bomber design was needed to get a real Tu-16 replacement.

In the mid-1950s the Tupolev OKB was firmly committed to developing a multi-mission bomber. Such an aircraft had to be capable of flying 5,000-7,000 km (3,090-3,880 mi) supersonic and penetrating enemy defences at ultra-low level in Mach 2 high-altitude flight. It also had to have good climb performance and hence a low approach speed. The only way to reconcile these contradictory demands was variable geometry (VG).

20,000-kg (44,091-lb) Maklakov RK-14A-23 (Shvachkin) turbofan engines arranged in the base of the Tu-22 style, but housed in a common bay nacelle.

The crew section was totally redesigned and a cockpit was added to reduce crew workload during long missions: the pilot sat side by side in a much roomier and more comfortable cockpit, with the navigator/boom aimer and gunner/radio operator behind them. The Tu-22's downward-firing ejection seats doubling as crew life-gives rely on zero-gravity ejection seats positioned nearly from zero altitude; the cockpits were accessed via four upward-opening canopy doors.

The armament comprised one of two Kh-22M (NATO code name AS-4 Kitchen) stand-off air-to-surface missiles or bombs.

The missiles were used primarily for anti-shipping strikes. When Khruvichov was ordered in the autumn of 1964, the Soviet design bureau became very active, pursuing numerous programmes which had been put on hold. The Soviet OKB brought out the innovative T-4 strategic bomber which entered flight test in August 1972. However, Tupolev was not going to let Sakhoi surpass him on the traditional "hull" of bomber design. He offered the VVS a "reducer" upgrade of the Tu-22, compared to the very capable but complex and costly T-4, the proposal appealed by the simplicity and low cost of the evolutionary

Photo: Tu-22M

