

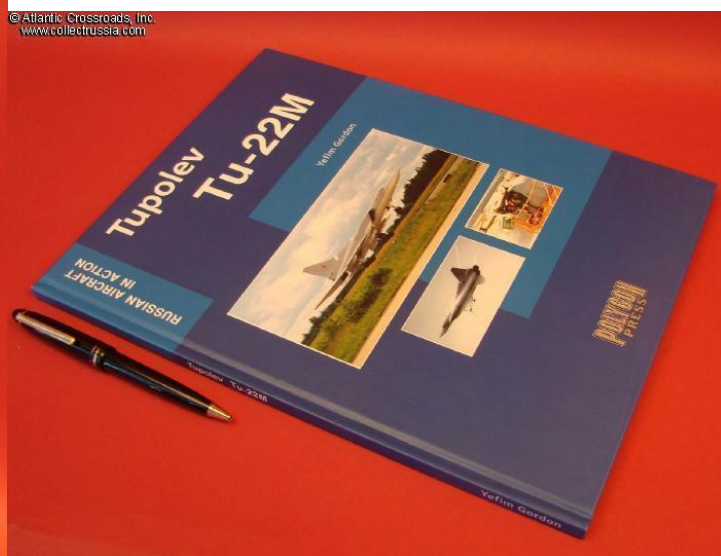
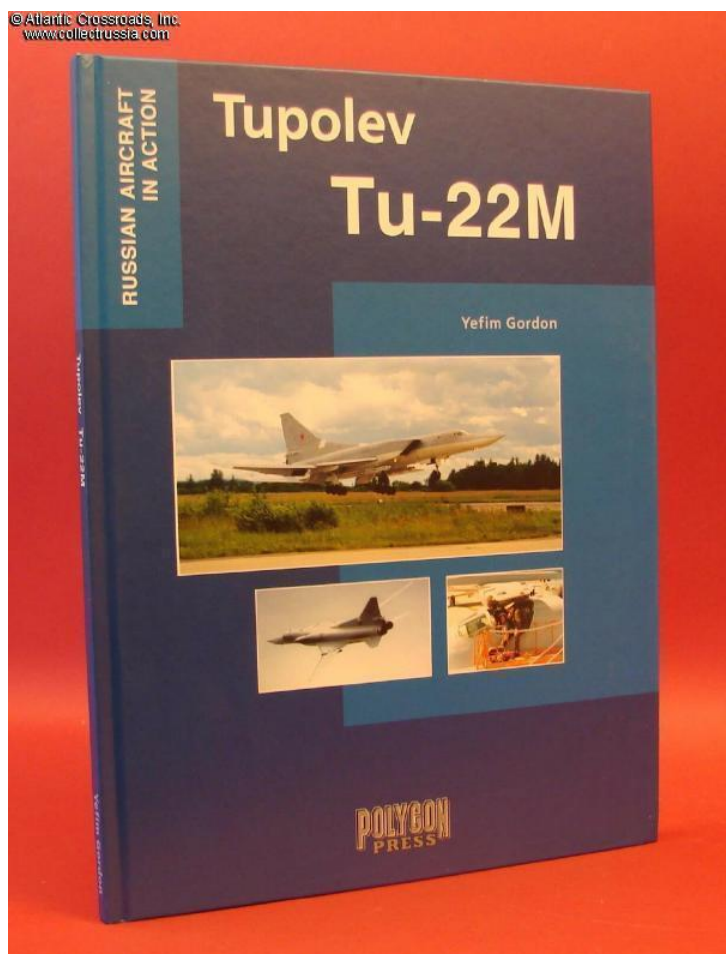
Tupolev Tu-22M, by Yefim Gordon, C.

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!

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\$24.00



In the mid-1960s the Tupolev OKB was firmly committed to developing a multi-mode bomber. Such an aircraft had to be capable of flying 5,000-7000 km (3,130-3,890 nm) subsonic and penetrating enemy defences at ultra-low level or in Mach 2 high-altitude flight. It also had to have good field performance and hence a low approach speed. The only way to reconcile these contradictory demands was variable geometry (VG).

When Khrushchov was ousted in the autumn of 1964, the Soviet design bureau became very active, pursuing numerous programmes which had been put on hold. The Sukhoi OKB brought out the innovative T-4 strategic bomber which entered flight test in August 1972. However, Tupolev was not going to let Sukhoi surpass him on his traditional 'full' of bomber design. He offered the WS a 'massive upgrade of the Tu-22', compared to the very capable but complex and costly T-4, the proposal



The structure and rounded Tu-22M prototype with the wings at maximum sweep shows the redesigned wing glove. The Tu-22M still had the tie-in pod at the retractable-trace main gear bogie. The grey colour scheme with white and black stripes to reflect the shape of a nuclear explosion became standard for the Backfire.

