
Russia's Aircraft

Russian Military Aircraft 1955 - Present Day

edited by

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The designers of *Harpoon* are prepared to answer questions about the game system. They can be reached in care of adtr-group@aol.com. Visit their website at www.admiraltytrilogy.com.

This version of *Russia's Aircraft* June 2021 printing contains all changes and corrections through 1 January 2024. Digital update 23 Aug 2024.

Cover: Su-33 fighters, one Su-25 UTG and two Ka-27 helicopters on aircraft carrier *Admiral Kuznetsov* (Russian Navy)

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The 2012 Damage Point Standard: *Russia's Aircraft* uses the "2012 Standard" to calculate a ship's damage points. This method, described in the April 2012 issue of the *Naval SITREP* (hence the name) matches historical results more closely than the older "2006 Standard" used in older supplements.

If you are using ship data from more than one *Admiralty Trilogy* publication, make sure that the damage points have all been calculated using the 2012 Standard.

Annex Notes: The information on the platforms, weapons, and sensors in this annex has been standardized so that it is compatible and consistent with all *Admiralty Trilogy* games. Equipment that was used in more than one era will have the same statistics in all games. Information in this Annex is compatible with *Harpoon* fifth edition.

The Annex designations are standardized for all four *Admiralty Trilogy* games: *Dawn of the Battleship*, *Fear God & Dread Nought*, *Command at Sea*, and *Harpoon*. Gaps in the sequence are caused by annexes that are not applicable to that era or product.

If there is information in another *Trilogy* publication that conflicts with the data printed here, use the information in the product with the newest copyright date, since new information and corrections can change statistics. If you have a question about the conflict, or about any other data listed, please contact us.

Except for Annex A, systems are listed in their annexes alphabetically, first by country, then by name. The ships in Annex A are listed in traditional order, with capital ships first, followed by minor combatants, submarines, mine warfare craft, auxiliaries, then civilian vessels. An alphabetical list of ships by class name is provided beginning on the next page.

Systems listed in *italics* never entered service. They existed only as hypothetical designs, in prototype or developmental form. Ships with a year in parentheses following their name have been radically altered since they entered service, and were operational in their new configuration in the listed year.

Introduction

The post World War 2 Soviet Air Force was in fact a number of separate services - the Military Air Force or VVS, Air Defense Forces or PVO and Naval Aviation or AVMF.

The VVS had three main branches - Frontal Aviation, Long Range Aviation and Military Transport Aviation, known as FA, DA and VTA. FA flew the fighters, attack and reconnaissance aircraft based in the Soviet Union, Czechoslovakia, East Germany, Hungary, Mongolia and Poland. Units based in the USSR flew the DA bombers and VTA transport aircraft. VVS was renamed Russian Aerospace Forces or VKS in August 2015 when the ballistic missile defense units of the Aerospace Defense Forces were absorbed.

PVO consisted of radar stations, surface to air missiles and interceptors or IA-PVO to defend the airspace of the Soviet Union. In 1998 PVO was merged with VVS.

AVMF had a large aviation component including land based fighter regiments to defend coastal regions. As part of the 1960s cuts, AVMF lost its torpedo bombers and transferred fighters to the PVO.

Army Aviation, flying attack and transport helicopters in support of Ground Forces, was renamed as Ground Forces Aviation or ASV in the early 1980s. In January 2003, command of ASV passed to the VVS.

The paramilitary Border Guards also operates ships and aircraft. Border Guards was under the KGB from 1954, and was then independent until coming under the FSB from 1993. Border Guards have similar roles to US Coast Guard along with land border security.

The most traumatic event for Soviet Air Forces was the breakup of Soviet Union in December 1991. Around half the aircraft and personnel were now in foreign countries. Some returned to Russia, many remained. The 1990s were "the lost decade" with no funding for new equipment and training suffering from drastically reduced flying hours. Aircraft regiments were reduced from three to two squadrons around 1998.

With Vladimir Putin entering power widespread reforms commenced, including the first new aircraft purchases in around 20 years. The Russian Air Force deployed to Syria to support the Assad regime in 2015. As a result, the majority of aircrew have combat experience and aircraft and weapons have been tested under combat conditions.

Throughout this work, "Russia" refers to both the pre-1991 Soviet Union (USSR) and the post 1991 Russia. "AVMF" is naval aviation, "PVO" refers to IA-PVO and "Air Force" for the commands under VVS control.

This volume does not cover any of the independent Republics, such as Azerbaijan, Belarus, Kazakhstan and the Ukraine. Some of the Russian-made aircraft used by these countries have been modified, either with Russian or Israeli and French systems. Players should check the exact configuration of aircraft from these countries when using statistics from this book.

A Note on Ordnance Loadouts

For reasons of space and ease of reading, not all possible combinations are included in Ordnance Loadouts. Free-fall ordnance can usually be substituted for similar weapons of the same weight class.

For example, a FAB-500 general purpose bomb can be replaced by a RBK-500 cluster bomb or a BeTAB-500 concrete-piercing bomb. A rocket pod or a gun pod cannot replace a bomb, though. This only applies to unguided free-fall ordnance.

When substituting one weapon for another, check the in-service dates of the new ordnance. For example, the RBK-250 and RBK-500 cluster bombs, and high drag Sh-series bombs are available starting in the early 1970s. These can replace the FAB-250 and FAB-500.

When setting up a scenario, check Annex B and the weapons Annexes to find any applicable weapons and aircraft upgrades. For example, the Su-35S entered service in December 2015, but the Kh-35U was not carried until September 2017 (Annex B Remarks). The Kh-35U entered service in 2016 (Annex H2) on the Su-34 (Annex B). The Kh-35U is also carried by the Ka-52K (yet to enter service), MiG-29KR (IOC 2015), MiG-35S (IOC 2021), Su-30SM (IOC 2015), Su-57 (IOC expected 2020). As the Annex B entries do not mention a separate date for the Kh-35U, it entered service on MiG-29KR, Su-30SM in 2016 and the remainder on IOC. Possible ordnance loadouts should be determined before game play, to work out weapons delivery tactics.

Due to space restrictions and lack of information, some weapons in Annex H2 - Guided Weapons do not appear in Annex B. The rule of thumb is to replace like for like. Annex B calls out KAB-500Kr, but the KAB-500-OD can be carried in the same loadouts. The Grom series weigh around 600 kg, less than Kh-29 or Kh-31, so they can be carried, replacing those weapons. Likewise, the Kh-38M is designed to replace the Kh-29. KAB-500M, UAB-500 can be carried replacing KAB-500Kr or KAB-500L. UAB-1500B replaces KAB-1500. The status of the KAB-1500S series is unknown, but again would replace any KAB-1500 in Annex B loadouts. The KAB-1500TK and UPAB-1500Kr require APK-9 guidance pod, so a closer match would be to replace the Kh-59 series. Likewise, the UAB-1500 entered service in 2019; they can be carried by any aircraft capable of carrying the KAB-1500 series. ATBIP, or the "Father of All Bombs" was tested in 2007, possibly from a transport aircraft. It is unknown whether it has entered service. Some of these new weapons might be export only. Some might be canceled before development is complete.

To summarize, if an Annex B entry has a date for a weapon, that is when it entered service on that aircraft. If there is no date, it was carried by the aircraft when it entered service.

Annex B - Aircraft

Russia

3M [Bison B/C]

Man Rtnng: 0.5/0.5
Size/Signature: Large/Large
Counterterm: 1st Gen J&D
Sensors: RBP-4 Rubidy-MM radar, Gen 0 RWR

<i>Throttle Setting/Speed in knots</i>			
<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	445	480	--
Med:	455	490	--
High:	465	500	--

Ceiling: 12250 meters
Cruise Range: See Remarks

<u>Additional Fuel</u>	<u>Fuel Wt.</u>	<u>Range Add.</u>
6500 L drop tank	5265 kg	325 nmi
7600 L bay tank	6155 kg	See Remarks

Ordnance Loadouts:
Def Guns: Dorsal, ventral twin AM-23 23mm. Rear twin AM-23/PRS-1 Argon radar FC (1.4)

- 1 RDS-1 or 1 RDS-3 or RDS-4T or RDS-5 or RDS-37
- 1 FAB-9000 or 2 FAB-5000 or 6 FAB-3000
- 28 FAB-500 or 52 FAB-250 or 52 FAB-100
- 1 FAB-9000, 2 bay tanks
- Single hose/drogue unit, 2 bay tanks (tanker)

Remarks: Solid nose. Can carry 18000 kg payload with reduced fuel. Used for maritime surveillance with low altitude camera.

- **3MS-1:** RD-3 engines. Range 4820 nmi, bay tank adds 340 nmi. 30 delivered 1956-57.
- **3MN-1:** VD-7B engines. Range 5415 nmi, bay tank adds 380 nmi. Retired in 1980s. 44 delivered 1955-59.
- **3MD [Bison C],** with Rubin-1K radar, PRS-3 Argon replaces PRS-1, range 5290 nmi, bay tank adds 375 nmi. Was planned with 2 K-14S (version of K-10S with 135 nmi range) underwing. K-14S canceled, Aug 1960 and production cut short at 9 a/c as pure bombers. In service 1960-85.
- **3MP:** Proposed version of 3MD with provision for either missile carrier, bomber or tanker roles.
- 19 Jul 57: Drop tanks added to 3MN-1 only.
- 1 Mar 59: First operational refueling by M-4 tanker.
- 1962 - 67: 32 3MN-1 and 3MS-1 converted to 3MN-2 and 3MS-2 tankers. Inflight refueling probe and countermeasures removed. Can be converted between bomber and tanker roles. MN-1 can transfer 2846 nmi, 3MS-1 can transfer 2535 nmi to receivers. Inflight refuel N/D.
- 1979-85: Permanently converted to tankers.

A-40 [Mermaid]

Man Rtnng: 0.5/0.5
Size/Signature: Large/Large
Counterterm: 2nd Gen J&D
Sensors: Sokol radar (use Novella 2 stats), Novella acoustic processor, 48 sonobuoys, MAD, 3rd Gen ES, 1st Gen FLIR

<i>Throttle Setting/Speed in knots</i>			
<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	390	410	--
Med:	390	410	--
High:	390	410	--

Ceiling: 9700 meters
Cruise Range: 2525 nmi

Ordnance Loadouts:
 • 3 APR-3 Orel or 4 APR-2 Yastreb torpedoes
 • 4 MDM-3 mines or 6 KAB-250-100PL Zagon DC

Remarks: Amphibian. Estimated mine and DC numbers.
 • 6 Dec 86: First flight of prototype. Canceled early 1990s.

Bomber/Tanker

Damage Value: 73
Bombsight: Ballistic
Inflight Refuel: P

Engine Type: TJ
Int Fuel: 102950 kg

Range Add.
 See Remarks

Payload: 9000 kg

Def Guns: Dorsal, ventral twin AM-23 23mm. Rear twin AM-23/PRS-1 Argon radar FC (1.4)

- 1 RDS-1 or 1 RDS-3 or RDS-4T or RDS-5 or RDS-37
- 1 FAB-9000 or 2 FAB-5000 or 6 FAB-3000
- 28 FAB-500 or 52 FAB-250 or 52 FAB-100
- 1 FAB-9000, 2 bay tanks
- Single hose/drogue unit, 2 bay tanks (tanker)

Remarks: Solid nose. Can carry 18000 kg payload with reduced fuel. Used for maritime surveillance with low altitude camera.

- **3MS-1:** RD-3 engines. Range 4820 nmi, bay tank adds 340 nmi. 30 delivered 1956-57.
- **3MN-1:** VD-7B engines. Range 5415 nmi, bay tank adds 380 nmi. Retired in 1980s. 44 delivered 1955-59.
- **3MD [Bison C],** with Rubin-1K radar, PRS-3 Argon replaces PRS-1, range 5290 nmi, bay tank adds 375 nmi. Was planned with 2 K-14S (version of K-10S with 135 nmi range) underwing. K-14S canceled, Aug 1960 and production cut short at 9 a/c as pure bombers. In service 1960-85.
- **3MP:** Proposed version of 3MD with provision for either missile carrier, bomber or tanker roles.
- 19 Jul 57: Drop tanks added to 3MN-1 only.
- 1 Mar 59: First operational refueling by M-4 tanker.
- 1962 - 67: 32 3MN-1 and 3MS-1 converted to 3MN-2 and 3MS-2 tankers. Inflight refueling probe and countermeasures removed. Can be converted between bomber and tanker roles. MN-1 can transfer 2846 nmi, 3MS-1 can transfer 2535 nmi to receivers. Inflight refuel N/D.
- 1979-85: Permanently converted to tankers.

ASW Patrol

Damage Value: 50
Bombsight: None
Inflight Refuel: P

<i>Throttle Setting/Speed in knots</i>			
<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	390	410	--
Med:	390	410	--
High:	390	410	--

Engine Type: TF
Int Fuel: 28080 kg

Payload: 6500 kg

Remarks: Amphibian. Estimated mine and DC numbers.
 • 6 Dec 86: First flight of prototype. Canceled early 1990s.

A-50/50M/50U [Mainstay]

Man Rtnng: 0.5/0.5
Size/Signature: Large/Large
Counterterm: 2nd Gen J&D
Sensors: Shmel radar, 2nd Gen ES, Gen 0 RWR, Gen 4 Semi-Automatic combat system, APD-518 and 'Shmel' data link

<i>Throttle Setting/Speed in knots</i>			
<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	405	440	--
Med:	405	440	--
High:	405	440	--

Ceiling: 12200 meters
Cruise Range: 2295/3470 nmi

Remarks:
 • A-50M with Shmel-2 radar, 3rd gen ES, Gen 4 Semi-Automatic combat system. Canceled 22 Oct 90.
 • A-50U with Shmel-M radar, 3rd Gen ES, 3rd Gen J&D, Gen 5 Automatic combat system. Prototype appeared in 1995. In service 2012.

- 1985-88: Service trials.
- 2014: 10 A-50, 3 A-50U in service.
- Dec 18: 14 A-50, 4 A-50U in service.
- Early 19: 4 A-50, 6 A-50U in service. Further 9 A-50 in reserve, seventh A-50U under conversion.
- Feb 22: Operate from Baranovichi in Belarus.
- 26 Feb 23: One A-50U (43 Red) damaged by drone attack at Machulishchy.
- Sep 23: 2 A-50, 8 A-50U in service.
- 14 Jan 24: One A-50U shot down by Patriot (Red 37).
- 23 Feb 24: One A-50U shot down by S-200 (Red 42).

A-90 Orlyonok [Orlan]

Man Rtnng: 0.5/0.5
Size/Signature: Large/Large
Sensors: MR-244 Ekran radar

<i>Throttle Setting/Speed in knots</i>			
<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	195	230	--
Med:	195	230	--

Ceiling: 3000 m
Cruise Range: 790 nmi

Ordnance Loadouts:
Def Guns: 2 DShK 12.7mm in forward dorsal turret (0.1)
Remarks: Project 904. Wing-in-Ground-Effect craft (WIG). Three units built, S-23 (1972), S-25 (1979), S-26 (1980). Can take off and land up through Sea State 4. Can carry 400 naval infantry, 20 tons cargo, one BTR APC. Hinged nose with bow ramp. Fitted with wheels for beaching.

- 1975: S-23 crashed, rebuilt as S-21 in 1978.
- Oct 79: Trials with airborne unit and three craft in Caspian Sea.
- 21 Apr 87: Move to Black Sea.
- 1992: S-22 lost in crash
- 1993: Trials ended, placed in reserve. Struck 1999-06.

A-100 Premier

Man Rtnng: 0.5/0.5
Size/Signature: Large/Large
Counterterm: 3rd Gen J&D
Sensors: Premier radar, Premier data link, 3rd Gen ES, Gen 6 Automatic combat system

<i>Throttle Setting/Speed in knots</i>			
<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	405	440	--
Med:	405	440	--
High:	405	440	--

Ceiling: 12500 m
Cruise Range: 4335 nmi

Remarks: Amphibian. Estimated mine and DC numbers.
 • 6 Dec 86: First flight of prototype. Canceled early 1990s.

AEW

Damage Value: 84
Bombsight: None
Inflight Refuel: P

Engine Type: TF
Int Fuel: 64820 kg
In Svc: 1992/2012

Remarks:
 • A-50M with Shmel-2 radar, 3rd gen ES, Gen 4 Semi-Automatic combat system. Canceled 22 Oct 90.

- A-50U with Shmel-M radar, 3rd Gen ES, 3rd Gen J&D, Gen 5 Automatic combat system. Prototype appeared in 1995. In service 2012.
- 1985-88: Service trials.
- 2014: 10 A-50, 3 A-50U in service.
- Dec 18: 14 A-50, 4 A-50U in service.
- Early 19: 4 A-50, 6 A-50U in service. Further 9 A-50 in reserve, seventh A-50U under conversion.
- Feb 22: Operate from Baranovichi in Belarus.
- 26 Feb 23: One A-50U (43 Red) damaged by drone attack at Machulishchy.
- Sep 23: 2 A-50, 8 A-50U in service.
- 14 Jan 24: One A-50U shot down by Patriot (Red 37).
- 23 Feb 24: One A-50U shot down by S-200 (Red 42).

Transport

Damage Value: 80
Bombsight: --

Engine Type: TP & TF
Int Fuel: ?

Payload: 28000 kg
In Svc: 1978-93

Remarks: Project 904. Wing-in-Ground-Effect craft (WIG). Three units built, S-23 (1972), S-25 (1979), S-26 (1980). Can take off and land up through Sea State 4. Can carry 400 naval infantry, 20 tons cargo, one BTR APC. Hinged nose with bow ramp. Fitted with wheels for beaching.

- 1975: S-23 crashed, rebuilt as S-21 in 1978.
- Oct 79: Trials with airborne unit and three craft in Caspian Sea.
- 21 Apr 87: Move to Black Sea.
- 1992: S-22 lost in crash
- 1993: Trials ended, placed in reserve. Struck 1999-06.

Remarks:
First flight Dec 17. Il-476 airframe. Performance estimated.
• 9 Feb 22: First flight with radar switched on.

In Svc: 2024

Additional Fuel 9850 L auxiliary fuel
Fuel Wt. 7980 kg
Range Add. 1870 nmi

Ordnance Loadouts: **Payload:** See Remarks

Def Guns: 2 AM-23 23mm in tail (0.7)

- 2 FotAB-100-80 illumination flares (illuminates landing zones)
- 70 OFAB-100 or 32 OFAB-250 or 18 FAB-500 (An-12BKB)
- 18 UDM-500 mines (An-12BKB)

Altius-U

Man Rtnng: 0.0
Size/Signature: Small/Small
Sensors: 3rd Gen FLIR

Recon UAV

Damage Value: 24
Bombsight: --

Throttle Setting/Speed in knots

Altitude	Cruise	Full Mil	Reheat
Low:	110	160	--
Med:	110	160	--
High:	110	160	--

Ceiling: 15000 meters
Cruise Range: 4590 nmi

Engine Type: Diesel
Int Fuel: ? kg

In Svc: ?

Remarks:
BAK BD or Long Range UAV Complex. Operates from runway, controlled by SATCOM. Originally known as Altius-M. Planned for Northern and Pacific Fleets. Development slowed by embargo on German engine.

- 20 Aug 19: First flight.
- Two naval versions planned - target acquisition and attack - possibly with two Kh-35.
- 2021: First flight of Altius-RU recon/attack.

An-2TD [Colt]

Man Rtnng: 1.5/1.0
Size/Signature: Small/Small

Transport

Damage Value: 12
Bombsight: None

Throttle Setting/Speed in knots

Altitude	Cruise	Full Mil	Reheat
Low:	100	140	--
Med:	110	135	--

Ceiling: 4400 meters
Cruise Range: 640 nmi

Engine Type: RP
Int Fuel: 900 kg
In Svc: 1951

Remarks:
STOL biplane. Can carry 12 troops or 12 paratroops or 1250 kg cargo. License built in China as Y-5.

- 2021: Remains in service for parachute training.

An-8 [Camp]

Man Rtnng: 0.5/0.5
Size/Signature: Large/Large

Transport

Damage Value: 39
Bombsight: None

Throttle Setting/Speed in knots

Altitude	Cruise	Full Mil	Reheat
Low:	260	324	--
Med:	260	324	--
High:	260	324	--

Ceiling: 9600 meters
Cruise Range: 2020 nmi

Engine Type: TP
Int Fuel: 10595 kg

Def Guns: 2 AM-23 23mm in tail (0.7)

- 4 FOTAB-100-80 illumination flares

Remarks:
150 produced 1958-61. Can carry 60 troops or 40 paratroops or 4000 kg cargo. Can increase payload to 11000 kg with reduced fuel. Unpressurized cargo hold - limited to Medium altitude carrying troops

- Mid-71: Five remain in service.

In Svc: 1959 - 70s

An-12B [Cub A/B]

Man Rtnng: 0.5/0.5
Size/Signature: Large/Large
Sensors: Gen 0 RWR

Transport

Damage Value: 61
Bombsight: None

Throttle Setting/Speed in knots

Altitude	Cruise	Full Mil	Reheat
Low:	300	380	--
Med:	300	400	--
High:	300	420	--

Ceiling: 10500 meters
Cruise Range: 2365 nmi

Engine Type: TP
Int Fuel: 13445 kg

Remarks:
Can be fitted with 1st Gen D. Can carry 91 troops or 60 paratroops or 20000 kg cargo. Maximum altitude Medium with troops carried due to lack of cargo bay pressurization. Cub series had fuel, engine and other improvements. Stats above for An-12B.

In Svc: May 1959

• An-12: First 140 have 10775 kg fuel, 1525 nmi range, 14500 kg cargo. An-12P aux fuel adds 1495 nmi.

• An-12A: 11390 kg fuel, 1940 nmi range, in service 1961, 16000 kg cargo. An-12AP aux fuel adds 1795 nmi.

• An-12B: In service 1963. An-12BP aux fuel adds 1870 nmi.

• An-12BK: As An-12BP with more powerful engines, provision for auxiliary fuel, AM-23 guns (0.7), some with 1st Gen D. Production between 1967 and 1972.

• An-12BKB: An-12BK fitted as bombers, manual bombsight. In service 1969.

• An-12BKT: Ground tanker An-12BK used to refuel aircraft at forward bases. In service 1972.

• An-12PS [Cub B]: An-12BP ELINT version for monitoring NADGE and communications. 25-27 built, in service 1960.

• An-12RR [Cub B]: An-12 ELINT version, also used by Navy. Deployed to Syria Sep 72-Nov 73.

• 1963-89: An-12 to An-12P, An-12A to An-12AP, An-12B to An-12BP with additional 7980 kg auxiliary fuel under cabin floor with reduced cargo.

• 1965: Transports fitted with all weather formation flying aids.

• 1970: One An-12VPK Zebra command post conversion with full pressurization (no altitude restrictions). Used in East Germany until 1992.

• May 72: Ten An-12RR with Navy - four Black Sea, two each Baltic, Northern and Pacific.

• 2024: 45 An-12BK with Air Force; 2 An-12BK and 3 An-12PS with Navy.

• 1965: Transports fitted with all weather formation flying aids.

• 1970: One An-12VPK Zebra command post conversion with full pressurization (no altitude restrictions). Used in East Germany until 1992.

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• May 72: Ten An-12RR with Navy - four Black Sea, two each Baltic, Northern and Pacific.

• 2024: 45 An-12BK with Air Force; 2 An-12BK and 3 An-12PS with Navy.

An-12 [Cub]

Man Rtnng: 0.5/0.5
Size/Signature: Large/Large
Counter: 1st Gen J&D
Sensors: 1st Gen ES

EW

Damage Value: 61
Bombsight: None
Inflight Refuel: N

Throttle Setting/Speed in knots

Altitude	Cruise	Full Mil	Reheat
Low:	300	380	--
Med:	300	400	--
High:	300	420	--

Ceiling: 10200 meters

Cruise Range: 1960 nmi

Def Guns: 2 AM-23 23mm in tail (0.7)

Remarks:

Engine Type: TP
Int Fuel: 13345 kg

In Svc: 1964

An-12B and An-12BK conversions. Jammers fitted under floor, cannot carry auxiliary fuel. Range estimated. An-12BK-PPS, An-12PP and An-12PPS have 2nd Gen J&D replacing 23mm cannon.

• An-12B-I: Seven with SPS-5 Fasol escort jammers (clutter rating 11), 1st Gen D. In service 1964. Not fitted with ES and must tune jammer before takeoff to one radar type.

• An-12BK-IS: 150 conversions 1970- 74 with Fasol suite.

• An-12BK-PPS: SPS-55 Buket Standoff jammer (clutter rating 13), 2nd Gen ES. Lays 60 nmi chaff. 19 An-12BK conversions from 1974.

• An-12PP: As An-12BK-PPS. 27 conversions 1970-72.

• An-12PPS: As An-12PP, 19 delivered 1971-72.

An-14A Pchyelka [Clod]**Man Rtnng:** 1.0/1.0**Size/Signature:** Small/Small*Throttle Setting/Speed in knots*

<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	110	138	--
Med:	110	138	--

Ceiling: 5200 meters**Cruise Range:** 300 nmi**Remarks:**

STOL. 'Little Bee'. Can carry 8 paratroopers or 720 kg cargo. 330 produced 1965-70.

Transport**Damage Value:** 19**Bombsight:** None**Engine Type:** RP**Int Fuel:** 880 kg**In Svc:** 1965 - ?**An-22 Antheus [Cock]****Man Rtnng:** 0.5/0.5**Size/Signature:** Large/Large**Sensors:** Gen 0 RWR*Throttle Setting/Speed in knots*

<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	320	400	--
Med:	320	400	--
High:	320	400	--

Ceiling: 10000 meters**Cruise Range:** 4360 nmi**Remarks:**

Can carry 151 paratroopers or 292 troops or 11000 kg cargo. Can increase payload to 60000 kg with reduced fuel load - one MBT or two SA-4 launchers or 4 BMD-1. Can be fitted with 1st Gen D. Carries 4 illumination flares internally. Limited to Medium altitude while carrying troops or paratroops due to unpressurized cargo hold. An-22A has upgraded avionics.

- Deliveries: 38 An-22 [Cock A] 1969-73, 28 An-22A [Cock B] 1973-76. Strength: 55 (1993), 45 (1996), 26 (2000), 5 An-22A (2016)
- 3 Jan 74: Declared fully operational.
- 1985: Five An-22A fitted with 2nd Gen D for Afghanistan ops.
- 2012: Maximum payload to 40000 kg to reduce fatigue.
- Sep 21: Two remain operational. Four in 2024.
- 2024: Planned to be retired.

Transport**Damage Value:** 97**Bombsight:** None**Engine Type:** TP**Int Fuel:** 96000 kg**In Svc:** Jan 1969**An-24T [Coke A]****Man Rtnng:** 0.5/0.5**Size/Signature:** Medium/Medium*Throttle Setting/Speed in knots*

<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	243	270	--
Med:	243	270	--
High:	243	270	--

Ceiling: 8400 meters**Cruise Range:** 1375 nmi**Ordnance Loadouts:**

- 4 OFAB-100 or 4 FAB-500 bombs

Remarks:

Military transport with single side door for 33 paratroops or 37 troops or 4600 kg cargo. 164 An-24T delivered 1966-71, and 62 An-24RT (improved APU) delivered 1969-71. Exported from 1968 to 16 countries.

- **An-24RV Salon:** Air Force VIP transport.
- **An-24V and An-24RV:** Civil passenger with 44 passengers.
- Mar-Apr 69: Bombing trials. Used by Iraq in 1969.
- 2024: One An-24RV remains in service.

Transport**Damage Value:** 34**Bombsight:** Manual**Engine Type:** TP**Int Fuel:** 4760 kg**Payload:** 4600 kg**In Svc:** 1967**An-26 [Curl A/B]****Man Rtnng:** 0.5/0.5**Size/Signature:** Medium/Medium**Sensors:** Gen 0 RWR*Throttle Setting/Speed in knots*

<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	237	272	--
Med:	237	272	--
High:	237	272	--

Ceiling: 8100 meters**Cruise Range:** 1240 nmi**Ordnance Loadouts:**

- 4 OFAB-100 or 4 FAB-500 bombs

Remarks:

Can carry one ASU-85 or military truck (GAZ-69, UAZ-469) or 40 passengers or 30 paratroops or 2400 kg cargo, or 24 stretchers. Based on An-24 with rear cargo ramp. Can be used as bomber.

- **An-26B:** 116 civil conversions with parachute capability removed. Can increase payload to 5500 kg with reduced internal fuel.
- **An-26M:** Flying hospital. Two delivered in 1977.
- **An-26RR:** SIGINT version.
- **An-26RT [Curl B]** communications relay with 42 conversions from 1973.
- **An-26RTR** with Taran COMINT with at least 8 conversions.
- **An-26SM:** One SIGINT conversion used by East Germany from 1986.
- **An-26Z-1:** One COMINT conversion used by Czechoslovakia from 1989.
- 1969-86: 1398 delivered - 564 Soviet military, 420 exports to 27 countries, 414 other Soviet ministries.
- 1990s: Used by Navy to air drop SAR stores in Pacific Fleet.
- 2024: Around 137 remain.

Transport**Damage Value:** 35**Bombsight:** Manual**Engine Type:** TP**Int Fuel:** 5750 kg**Payload:** 2400 kg**In Svc:** 1970**An-28 [Cash]****Man Rtnng:** 0.5/0.5**Size/Signature:** Small/Small*Throttle Setting/Speed in knots*

<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	180	190	--
Med:	180	190	--

Ceiling: 6000 meters**Cruise Range:** 705 nmi**Remarks:**

STOL. Can carry 17 passengers or 6 paratroops or 2000 kg cargo. Built in Poland.

Transport**Damage Value:** 21**Bombsight:** None**Engine Type:** TP**Int Fuel:** 1530 kg**In Svc:** 1985**An-30B [Clank]****Man Rtnng:** 0.5/0.5**Size/Signature:** Medium/Medium*Throttle Setting/Speed in knots*

<u>Altitude</u>	<u>Cruise</u>	<u>Full Mil</u>	<u>Reheat</u>
Low:	230	290	--
Med:	230	290	--
High:	230	290	--

Ceiling: 8300 meters**Cruise Range:** 1205 nmi**Remarks:**

Used for aerial survey and reconnaissance. Can be fitted with 1st Gen D on external bomb racks. Around 45 delivered to Russian military - 33 Air Force, remainder to other military services. Can be used as transports with cameras removed, estimate 37 troops or 4600 kg cargo.

- **An-30A:** Civil version. 71 delivered to civil Russian organizations and 18 exported to Afghanistan, Bulgaria, China, Cuba, Czechoslovakia, Mongolia, Romania, Vietnam.
- 1985 on: Three An-30B converted to air sampling An-30R.
- 1990: Five An-30B converted to **An-30D** for operations in Arctic regions for fisheries and ice monitoring. 7225 kg fuel, 1725 nmi range.
- 2024: Four operationa

Reconnaissance**Damage Value:** 35**Bombsight:** None**Engine Type:** TP**Int Fuel:** 5060 kg**In Svc:** 1974