**Hind Mil Mi-24**

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| **Mi-24 / Mi-25 / Mi-35** | |
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| Polish Mil Mi-24D | |
| **Role** | [Attack helicopter](http://en.wikipedia.org/wiki/Attack_helicopter) with transport capabilities |
| **Manufacturer** | [Mil](http://en.wikipedia.org/wiki/Mil_Moscow_Helicopter_Plant) |
| **First flight** | 1969 |
| **Introduced** | 1972 |
| **Status** | Active |
| **Primary users** | [Russian Air Force](http://en.wikipedia.org/wiki/Russian_Air_Force) ca. 50 other users (see [operators](http://en.wikipedia.org/wiki/Mil_Mi-24#Operators#Operators)) |
| **Number built** | 2000 (estimated) |
| **Developed from** | [Mil Mi-8](http://en.wikipedia.org/wiki/Mil_Mi-8) |
| **Variants** | [Mil Mi-28](http://en.wikipedia.org/wiki/Mil_Mi-28) |

The **Mil Mi-24** ([Cyrillic](http://en.wikipedia.org/wiki/Cyrillic) **Миль Ми-24**, [NATO reporting name](http://en.wikipedia.org/wiki/NATO_reporting_name) 'Hind') is a large [helicopter gunship](http://en.wikipedia.org/wiki/Helicopter_gunship) and low-capacity troop transport produced by [Mil Moscow Helicopter Plant](http://en.wikipedia.org/wiki/Mil_Moscow_Helicopter_Plant) and operated from 1972 by the [Soviet Air Force](http://en.wikipedia.org/wiki/Soviet_Air_Forces), its successors, and over thirty other nations. In October 2007, the [Russian Air Force](http://en.wikipedia.org/wiki/Russian_Air_Force) announced it would replace its 250 Mi-24 helicopter gunships with 300 more modern [Mi-28s](http://en.wikipedia.org/wiki/Mil_Mi-28) and possibly [Ka-50s](http://en.wikipedia.org/wiki/Kamov_Ka-50) by 2015.

In NATO circles the export versions, **Mi-25** and **Mi-35**, are simply denoted with a letter suffix as "Hind D" and "Hind E" respectively. Soviet pilots called the aircraft *летающий танк* (*letayushchiy tank*, “flying tank”). More common unofficial nicknames were *Крокодил* (*Krokodil*, “Crocodile”), due to the helicopter's new camouflage scheme and *Стакан* (*Stakan*, “Glass”), because of the flat glass plates which surrounded the three place cockpit of the Mi-24.

**Development**



[Armenian Air Force](http://en.wikipedia.org/wiki/Armenian_Air_Force) Mi-24

During the early 1960s, it became apparent to Soviet designer [Mikhail Leont'yevich Mil](http://en.wikipedia.org/wiki/Mikhail_Leont%27yevich_Mil) that the trend towards ever-increasing battlefield mobility would result in the creation of flying infantry fighting vehicles, which could be used to perform both fire support and infantry transport missions. The first expression of this concept was a mock-up unveiled in 1966 in the experimental shop of the Ministry of Aircraft's factory number 329 where Mil was head designer. The mock-up designated V-24 was based on another project, the V-22 utility helicopter, which itself never flew. The V-24 was similar in layout and configuration to the [UH-1A Huey](http://en.wikipedia.org/wiki/UH-1A_Huey), with a central infantry compartment that could hold eight troops sitting back to back, and a set of small wings positioned to the top rear of the passenger cabin, capable of holding up to six missiles or rockets, with a twin-barreled [GSh-23L cannon](http://en.wikipedia.org/wiki/Gryazev-Shipunov_GSh-23L) fixed to the landing skid.



Mi-24A

Mil proposed the design to the heads of the Soviet armed forces, and while he had the support of a number of strategists in the armed forces, he was opposed by several more senior members of the armed forces who believed that conventional weapons were a better use of resources. Despite the opposition, Mil managed to persuade the defense minister's first deputy, Marshal [Andrey A. Grechko](http://en.wikipedia.org/wiki/Andrei_Grechko), to convene an expert panel to look into the matter. While the panel's opinions were mixed, supporters of the project eventually held sway, and a request for design proposals for a battlefield support helicopter was issued.

Mil engineers prepared two basic designs: a 7-ton single-engine design and a 10.5-ton twin-engine design, both based on the 1,700 hp Izotov TV3-177A [turboshaft](http://en.wikipedia.org/wiki/Turboshaft). Later, three complete mock-ups were produced, along with five cockpit mock-ups to allow the pilot and weapon station operator positions to be fine-tuned.

The Kamov bureau suggested an army version of their [Ka-25 Hormone](http://en.wikipedia.org/wiki/Ka-25_Hormone) ASW helicopter as a low-cost option. This was considered but later dropped in favor of the new Mil twin-engine design. A number of changes were made at the insistence of the military, including the replacement of the 23 mm cannon with a rapid-fire heavy machine gun mounted in a chin turret, and the use of the then-under development [9K114 Shturm](http://en.wikipedia.org/wiki/9K114_Shturm) (AT-6 Spiral) anti-tank missile.



Soviet Mi-24V

A directive was issued on 6 May 1968 to proceed with development of the twin-engine design. Work proceeded under Mil until his death in 1970. Detailed design work began in August 1968 under the codename Yellow 24. A full scale mock-up of the design was reviewed and approved in February 1969. Flight tests with a prototype began on 15 September 1969 with a tethered hover, and four days later the first free flight was conducted. A second prototype was built, followed by a test batch of ten helicopters.

Acceptance testing for the design began in June 1970, continuing for 18 months. Changes made in the design addressed structural strength and fatigue problems, and reduced vibration levels. Also, a 12-degree [anhedral](http://en.wikipedia.org/wiki/Anhedral) was introduced to the wings to address the aircraft's tendency to [Dutch roll](http://en.wikipedia.org/wiki/Dutch_roll) at speeds in excess of 200 km/h, and the [Falanga](http://en.wikipedia.org/wiki/3M11_Falanga) missile pylons were moved from the fuselage to the wingtips. This gave the helicopter its characteristic wings. The tail rotor was moved from the right to the left side of the tail, and the rotation direction reversed. The tail rotor now rotated up on the side towards the front of the aircraft, into the downwash of the rotor, which increased the efficiency of the tail rotor. A number of other design changes were made until the production version Mi-24A (*izdeliye 245*) entered production in 1970, obtaining its IOC in 1971. It was officially accepted into the state arsenal in 1972.

Russia has developed the Mi-28 Havoc and Ka-50 attack helicopters, which are smaller and more maneuverable and do not have the large cabin for carrying troops. The Russian Navy however has no plans to retire there small number of Mi-24s. As for the Russian air force the service is severely short of funds, the "krokodil" will serve for many years to come.

**Design**



[Russian Air Force](http://en.wikipedia.org/wiki/Russian_Air_Force) Mi-24P

The core of the aircraft was derived from the [Mil Mi-8](http://en.wikipedia.org/wiki/Mil_Mi-8) (NATO reporting name "Hip"), two top-mounted [turboshaft](http://en.wikipedia.org/wiki/Turboshaft) engines driving a mid-mounted 17.3 m five-blade main [rotor](http://en.wikipedia.org/wiki/Helicopter_rotor) and a three-blade tail rotor. The engine configuration gave the aircraft its distinctive double air intake. Original versions have an angular greenhouse-style cockpit; Model D and later have a characteristic tandem [cockpit](http://en.wikipedia.org/wiki/Cockpit_(aviation)) with a "double bubble" [canopy](http://en.wikipedia.org/wiki/Bubble_canopy). Other airframe components came from the [Mi-14](http://en.wikipedia.org/wiki/Mil_Mi-14) "Haze". Two mid-mounted stub [wings](http://en.wikipedia.org/wiki/Wing) provide weapon [hardpoints](http://en.wikipedia.org/wiki/Hardpoint), each offering three stations, in addition to providing [lift](http://en.wikipedia.org/wiki/Lift_(force)). The load-out mix is mission dependent; Mi-24s can be tasked with close air support, anti-tank operations, or aerial combat. The body is heavily armored and the [titanium](http://en.wikipedia.org/wiki/Titanium) rotor blades can resist impacts from [.50 caliber](http://en.wikipedia.org/wiki/.50_BMG) (12.7 mm) rounds. The cockpit is [over pressurized](http://en.wikipedia.org/wiki/Pressurization) to protect the crew in [NBC conditions](http://en.wikipedia.org/wiki/NBC_weapon).



Mi-24D cockpit.

Considerable attention was given to making the Mi-24 fast. The airframe was streamlined, and fitted with retractable [tricycle undercarriage](http://en.wikipedia.org/wiki/Tricycle_undercarriage) landing gear to reduce drag. The wings provide considerable lift at high speed, up to a quarter of total lift. The main rotor was tilted 2.5° to the right from the fuselage to counteract [dissymmetry of lift](http://en.wikipedia.org/wiki/Dissymmetry_of_lift) at high speed and provide a more stable firing platform. The landing gear was also tilted to the left so the rotor would still be level when the aircraft was on the ground, making the rest of the airframe tilt to the left. The tail was also asymmetrical to give a side force at speed, thus unloading the tail rotor.



US-operated Mi-24P Hind-F.

As a combination gunship and troop transport, the Mi-24 has no direct NATO counterpart. While some have compared the [UH-1](http://en.wikipedia.org/wiki/UH-1_Iroquois) ("Huey") as NATO's direct counterpart to the Mi-24, this is inaccurate. While UH-1s were used in Vietnam to ferry troops, and were used as gunships, they were not able to do both at the same time. Converting a UH-1 into a gunship meant stripping the entire passenger area to accommodate extra fuel and ammunition, making it useless for troop transport. The Mi-24 was designed to do both, and this was greatly exploited by airborne units of the Soviet Army during the 1980-1989 [Soviet invasion of Afghanistan](http://en.wikipedia.org/wiki/Soviet_invasion_of_Afghanistan). The closest Western equivalent was the [Sikorsky S-67 Blackhawk](http://en.wikipedia.org/wiki/Sikorsky_S-67_Blackhawk), which used many of the same design principles and was also built as a high-speed, high-agility attack helicopter with limited troop transport capability; it, like the Mi-24, was also designed using many components from an already existing product, the [Sikorsky S-61](http://en.wikipedia.org/wiki/Sikorsky_S-61), itself a close approximation to the Mi-8/Mi-14. The S-67, however, was never adopted for service.

**Operational history**

**Ogaden War (1977–1978)**

The first use of the Mi-24 in combat was with the Ethiopian forces (although they were piloted by the Soviets) during the [Ogaden War](http://en.wikipedia.org/wiki/Ogaden_War) against the Somalis. The helicopters formed part of a massive airlift of military equipment from the Soviet Union, after the Soviets switched sides towards the end of 1977. The helicopters were instrumental in the combined air and ground assault that expelled Somali forces from Ethiopia by the beginning of 1978.

**Cambodian-Vietnamese War (1978)**

The Mi-24A was extensively used by the [Vietnam People's Air Force](http://en.wikipedia.org/wiki/Vietnam_People%27s_Air_Force) in the [Cambodian-Vietnamese War](http://en.wikipedia.org/wiki/Cambodian-Vietnamese_War). The gunships destroyed many [Khmer Rouge](http://en.wikipedia.org/wiki/Khmer_Rouge) bases and outposts up until 1986, when KR forces were driven to the border of Thailand.

**Chadian-Libyan conflict (1978–1987)**

The Libyan air force actively used Mi-24As and Mi-25s during their numerous interventions in [Chad's civil war](http://en.wikipedia.org/wiki/Chadian-Libyan_conflict). The Mi-24s were first used in October 1980 in the battle of [N'Djamena](http://en.wikipedia.org/wiki/N%27Djamena) where they helped the [People's Armed Forces](http://en.wikipedia.org/wiki/People%27s_Armed_Forces) seize the capital.

In March 1987 the [Armed Forces of the North](http://en.wikipedia.org/wiki/Armed_Forces_of_the_North), which were backed by the [USA](http://en.wikipedia.org/wiki/USA) and [France](http://en.wikipedia.org/wiki/France), managed to seize a Libyan air force base at [Ouadi-Doum](http://en.wikipedia.org/w/index.php?title=Ouadi-Doum&action=edit&redlink=1) in Northern Chad. Among the aircraft captured during this raid were three Mi-25s. These were turned over to France, which in turn sent one to the [United Kingdom](http://en.wikipedia.org/wiki/United_Kingdom) and one to the USA.

See also [Toyota War](http://en.wikipedia.org/wiki/Toyota_War) and [Operation Mount Hope III](http://en.wikipedia.org/wiki/Operation_Mount_Hope_III).

**Soviet war in Afghanistan (1979–1989)**

The aircraft was operated extensively during the [Soviet invasion](http://en.wikipedia.org/wiki/Soviet_war_in_Afghanistan) of [Afghanistan](http://en.wikipedia.org/wiki/Afghanistan), mainly for bombing [Mujahideen](http://en.wikipedia.org/wiki/Mujahideen) fighters. The US supplied heat-seeking [Stinger](http://en.wikipedia.org/wiki/FIM-92_Stinger) missiles to the Mujahideen, and the Soviet [Mi-8](http://en.wikipedia.org/wiki/Mi-8) and Mi-24 helicopters proved to be favorite targets of the rebels.

**First deployment**

Mi-24s were supplied to the Afghan government in April 1979 to deal with Mujahideen guerrillas. The Afghan pilots were well-trained and made effective use of their machines, but the Mujahideen were not soft targets. The first Mi-24 to be lost in action was shot down by guerrillas on 30 May 1979. The situation in Afghanistan grew worse and on 25 December 1979, Soviet troops were committed to the war.

**Early combat experience**

After a brutal learning curve in the face of Afghan rebels, Mi-24 pilots learned to be dangerous and cruel themselves, and the rebels called the Mi-24 "*Shaitan-Arba*" (Satan's Chariot)". In one case, a Mi-24 pilot who was out of ammunition managed to rescue a company of infantry by maneuvering aggressively towards Mujahideen guerrillas and scaring them off. The Mi-24 was popular with ground troops, since it could stay on the battlefield and provide fire as needed, while "fast mover" [strike jets](http://en.wikipedia.org/wiki/Strike_aircraft) could only stay for a short time before heading back to base to refuel.

The Mi-24's favored munition was the 80mm (3.15 in) [S-8](http://en.wikipedia.org/wiki/S-8_rocket) [rocket](http://en.wikipedia.org/wiki/Rocket), the 57mm (2.24 in) [S-5](http://en.wikipedia.org/wiki/S-5_rocket) having proven too light to be effective. The 23 mm (0.98 in) [gun pod](http://en.wikipedia.org/wiki/Gun_pod) was also popular. Extra rounds of rocket ammunition were often carried internally so that the crew could land and self-reload in the field. The Mi-24 could carry ten 100-kilogram (220-pound) [iron bombs](http://en.wikipedia.org/wiki/Iron_bomb) for attacks on strongpoints, while harder targets could be dealt with a load of four 250-kilogram (550-pound) or two 500-kilogram (1,100-pound) iron bombs. Some Mi-24 crews became expert "[snipers](http://en.wikipedia.org/wiki/Sniper)" dropping or tossing bombs precisely on targets. [Fuel-air explosive](http://en.wikipedia.org/wiki/Fuel_Air_Explosive) bombs were also used in a few instances, though crews initially underestimated the sheer blast force of such weapons and were caught by shock waves that rattled their teeth.

Combat experience quickly demonstrated the disadvantages of having Mi-24s carrying troops. Gunship crews found the soldiers a concern and a distraction while being shot at, and preferred to fly lightly loaded anyway, especially given their operations from high ground altitudes in Afghanistan. Mi-24 troop compartment Armour was often removed to reduce weight. Troops would be carried in Mi-8 helicopters while the Mi-24s provided fire support.

It did prove useful to carry a technician in the Mi-24's crew compartment, handling a light machine gun in a window port. This gave the Mi-24 some ability to "watch its back" while leaving a target area. In some cases a light machine gun was fitted on both sides to allow the technician to move from one side to the other without having to take the machine gun with him. Trying to shift a machine gun from one side of a helicopter to another while it maneuvered under fire was not merely awkward and inconvenient, it was an invitation to deadly accidents.

This weapon configuration still left the gunship blind to the direct rear, and Mil experimented with fitting a machine gun in the back of the fuselage, accessible to the gunner through a narrow crawlway. The experiment was highly unsuccessful, as the space was cramped, full of engine exhaust fumes, and otherwise unbearable. During a demonstration, an overweight Soviet Air Force general got stuck in the crawlway. Operational Mi-24s were retrofitted with rear-view mirrors to help the pilot spot threats and take evasive action.

The Mi-24s not only protected helicopter troop assaults and supported ground actions; they also protected convoys, using rockets with [flechette](http://en.wikipedia.org/wiki/Flechette) warheads to drive off Mujahideen ambushes, performed strikes on predesignated targets, and engaged in "hunter-killer" sweeps. The hunter-killer Mi-24s operated in pairs at minimum, more often groups of four or eight, to provide mutual fire support. The Mujahideen learned to move mostly at night to avoid the gunships, and in response the Soviets trained their Mi-24 crews in night-fighting, dropping parachute flares to illuminate potential targets for attack. The Mujahideen quickly caught on and scattered as quickly as possible when Soviet target designation flares were lit nearby.

**High attrition rates**

Gunship attrition rates were high. The environment itself, dusty and often hot, was rough on the machines; dusty conditions led to the development of the PZU air intake filters. And of course, the rebels fought back whenever they could. Their primary air-defense weapons early in the war were heavy machine guns and anti-aircraft cannons, though they found anything smaller than a 23 millimeter gun generally did not do much more than annoy a Mi-24. The cockpit was heavily armored and could withstand even 12.7 mm rounds, but the tail was unarmored and extremely vulnerable to even [small arms](http://en.wikipedia.org/wiki/Small_arms) fire.

The [CIA](http://en.wikipedia.org/wiki/CIA) then began supplying the Afghan rebels with [Stinger](http://en.wikipedia.org/wiki/FIM-92_Stinger) shoulder-launched, heat-seeking [SAMs](http://en.wikipedia.org/wiki/Surface-to-air_missiles), and the situation got considerably worse for Mi-24 crews. The heat-seeking missiles sought out the Mi-24's exhaust, which came directly from under the main rotor, causing the aircraft to disintegrate when hit. This was later remedied by countermeasure flares and a missile warning systems installed in all Soviet [Mi-4](http://en.wikipedia.org/wiki/Mi-4), Mi-8, and Mi-24 helicopters, giving pilots a chance to evade the missile or crash-land. Heat dissipaters were also fitted to exhausts to decrease the Mi-24's heat signature. These alleviated the Stinger threat but did not eliminate it.

Mi-24s were also used to shield jet transports flying in and out of [Kabul](http://en.wikipedia.org/wiki/Kabul) from Stingers. The gunships carried flares to blind the heat-seeking missiles, and if worse came to worst, were under orders to try to take the hit from the missile themselves. The crews called themselves "Mandatory [Matrosovs](http://en.wikipedia.org/wiki/Alexander_Matrosov)", after a Soviet hero of the [Second World War](http://en.wikipedia.org/wiki/Second_World_War) who threw himself across a German [machine gun](http://en.wikipedia.org/wiki/Machine_gun) to let his comrades break through.

**Mi-24 crews**

Mi-24 crews led a rough life in general. They carried [AKS-74Us](http://en.wikipedia.org/wiki/AK-74) and other hand-held weapons to give them a better chance of survival if forced down.

In such a kill-or-be-killed environment, Mi-24 crews acquired a certain edge. Early in the war, head of Mil [Marat Tischenko](http://en.wikipedia.org/w/index.php?title=Marat_Tischenko&action=edit&redlink=1) visited Afghanistan to see what the troops thought of his helicopters, and gunship crews put on spectacular displays for him. They even demonstrated maneuvers, such as [barrel rolls](http://en.wikipedia.org/wiki/Barrel_roll), which design engineers considered impossible. An astounded Dr. Tischenko commented, "I thought I knew what my helicopters could do, now I'm not so sure!"

**End of Soviet involvement in Afghanistan**

A Mi-24 was shot down during the night of 2 February 1989, with both crewmen killed. It was the last Soviet Mi-24 lost during nearly ten years of warfare.

**Mi-24s in Afghanistan after Soviet withdrawal**



Afghan Mi-35.

Mi-24s passed on to pro-Soviet Afghan forces during the war remained in dwindling service in the grinding civil war that followed the Soviet withdrawal. Some were flown by defectors to [Pakistan](http://en.wikipedia.org/wiki/Pakistan), and a few of these machines apparently found their way into the hands of the [US Army](http://en.wikipedia.org/wiki/US_Army).

Afghan Mi-24s in the hands of the ascendant [Taliban](http://en.wikipedia.org/wiki/Taliban) gradually became inoperable, but a few flown by the [Northern Alliance](http://en.wikipedia.org/wiki/United_Islamic_Front_for_the_Salvation_of_Afghanistan), which had Russian assistance and access to spares, remained operational up to the US intervention in Afghanistan in the fall of 2001. In 2008, the Afghan National Air Corps took delivery of six refurbished Mi-35 helicopters, purchased from the Czech Republic with US money. The Afghan pilots were trained by India and were due to begin live firing exercises in May 2008 in order to escort Mi-17 transport helicopters on operations in restive parts of the country.

**Iran–Iraq War (1980–1988)**

The Mi-25 saw considerable use by the [Iraqi Army](http://en.wikipedia.org/wiki/Iraqi_Regular_Army) during the [long war](http://en.wikipedia.org/wiki/Iran%E2%80%93Iraq_War) against neighboring [Iran](http://en.wikipedia.org/wiki/Iran). Its heavy armament was a key factor in causing severe damage to Iranian ground forces. However, the Mi-25s lacked an effective anti-tank capability, as they were only armed with obsolete [9M17 Skorpion](http://en.wikipedia.org/wiki/9M17_Skorpion) missiles. This led the Iraqis to develop new gunship tactics, with help from [East German](http://en.wikipedia.org/wiki/East_Germany) advisors. The Mi-25s would form "hunter-killer" teams with French-built [Aérospatiale Gazelles](http://en.wikipedia.org/wiki/A%C3%A9rospatiale_Gazelle), with the Mi-25s leading the attack and using their massive firepower to suppress Iranian air defenses, and the Gazelles using their [HOT missiles](http://en.wikipedia.org/wiki/Euromissile_HOT) to engage [armored fighting vehicles](http://en.wikipedia.org/wiki/Armoured_fighting_vehicle). These tactics proved effective in halting Iranian offensives, such as [Operation Ramadan](http://en.wikipedia.org/wiki/Operation_Ramadan) in July 1982.



Iraqi Mil Mi-25, brought down during the [Iran–Iraq War](http://en.wikipedia.org/wiki/Iran%E2%80%93Iraq_War), in an exposition of a Military museum in [Tehran](http://en.wikipedia.org/wiki/Tehran).

This war also saw the only confirmed air-to-air helicopter battles in history with the Iraqi Mi-25s flying against Iranian [AH-1J SeaCobras](http://en.wikipedia.org/wiki/AH-1_SuperCobra) (supplied by the United States before the [revolution](http://en.wikipedia.org/wiki/Iranian_Revolution)) on several separate occasions. Not long after Iraq's initial invasion of Iran on 22 September 1980, two Iranian SeaCobras crept up on two Mi-25s and hit them with [TOW](http://en.wikipedia.org/wiki/BGM-71_TOW) wire-guided antitank missiles. One Mi-25 went down immediately, the other was badly damaged and crashed before reaching base. The Iranians pulled off a repeat performance on 24 April 1981, destroying two Mi-25s without incurring losses to themselves.

The Iraqis hit back, claiming the destruction of a SeaCobra on 14 September 1983; three SeaCobras on 5 February 1984; and three more on 25 February 1984. After a lull in helicopter losses, each side lost a gunship on 13 February 1986. A few days later, on 16 February, a Mi-25 shot down a SeaCobra, and a SeaCobra claimed a Mi-25 on 18 February. The last engagement between the two types was on 22 May 1986, when Mi-25s shot down a SeaCobra.

The final claim tally was 10 SeaCobras destroyed and 6 Mi-25s destroyed. The relatively small numbers and the inevitable disputes over actual kill numbers makes it unclear if one gunship had a real technical superiority over the other. It appears that the outcome of the fights was dependent more on the tactical situation and pilot skill than the inherent merits of each machine. Iraqi Mi-25s also claimed a total of 43 kills against other Iranian helicopters, such as [Agusta-Bell Hueys](http://en.wikipedia.org/wiki/UH-1_Iroquois).

In general the Iraqi pilots liked the Mi-25, in particular for its high speed, long range, high versatility and large weapon load, but disliked the relatively ineffectual weapons and lack of agility.

**Nicaraguan civil war (1980–1988)**

Mi-25s were also used by the [Nicaraguan](http://en.wikipedia.org/wiki/Nicaragua) Army during the civil war of the 1980s. Nicaragua received 12 Mi-24s (some sources claim 18) in the mid-1980s to deal with American-backed "[Contra](http://en.wikipedia.org/wiki/Contras)" insurgents. The Mi-25s performed ground attacks on the Contras and were also fast enough to intercept light aircraft being used by the insurgents. The US [Reagan Administration](http://en.wikipedia.org/wiki/Reagan_Administration) regarded introduction of the Mi-25s as a major escalation of tensions in Central America.

Two Mi-25s were shot down by Stingers fired by the Contras. A third Mi-24 was damaged while pursuing Contras near the [Honduran](http://en.wikipedia.org/wiki/Honduras) border, when it was intercepted by Honduran [F-86 Sabres](http://en.wikipedia.org/wiki/F-86_Sabre) and [A-37 Dragonflies](http://en.wikipedia.org/wiki/A-37_Dragonfly). A fourth was flown by a defecting [Sandinista](http://en.wikipedia.org/wiki/Sandinista) pilot to Honduras in December 1988.

**Sri Lankan Civil War (1987–2009)**

The [Indian Peace Keeping Force](http://en.wikipedia.org/wiki/Indian_Peace_Keeping_Force) (1987–1990) in Sri Lanka used Mi-24s when an [Indian Air Force](http://en.wikipedia.org/wiki/Indian_Air_Force) detachment was deployed there in [support](http://en.wikipedia.org/wiki/Sri_Lankan_Civil_War) of the Indian and Sri Lankan armed forces in their fight against various [Tamil militant groups](http://en.wikipedia.org/wiki/List_of_Sri_Lankan_Tamil_militant_groups) such as the [LTTE](http://en.wikipedia.org/wiki/Liberation_Tigers_of_Tamil_Eelam). It is believed that Indian losses were considerably reduced by the heavy fire support provided by their Mi-24 gunships. The Indians lost no Mi-24s in the operation, as the Tigers had no weapons capable of dealing with the Crocodile at the time, although several sustained heavy damage from machine gun fire.

Since 14 November 1995, the Mi-24 has been used by the [Sri Lanka Air Force](http://en.wikipedia.org/wiki/Sri_Lanka_Air_Force) in the [war against the LTTE](http://en.wikipedia.org/wiki/Sri_Lankan_civil_war) and has proved highly effective providing close air support for ground forces. The Sri Lanka Air Force currently operates a mix of Mi-24/-35P and Mi-24V/-35 versions attached to its [No. 9 Attack Helicopter Squadron](http://en.wikipedia.org/wiki/No._9_Squadron_SLAF). They have recently been upgraded with modern [Israeli](http://en.wikipedia.org/wiki/Israel) [FLIR](http://en.wikipedia.org/wiki/FLIR) and [electronic warfare](http://en.wikipedia.org/wiki/Electronic_warfare) systems. Five were upgraded to intercept aircraft by adding radar, fully functional helmet mounted target tracking systems, and AAMs. One Mi-24s [have been lost](http://en.wikipedia.org/wiki/List_of_Sri_Lanka_Air_Force_aircraft_losses_during_the_Sri_Lankan_Civil_War) to LTTE [MANPADs](http://en.wikipedia.org/wiki/Shoulder-fired_missile), and another two lost in attacks on airbases, with one heavily damaged but later returned to service.

**Persian Gulf War (1991)**



Iraqi Mi-25 ([NATO](http://en.wikipedia.org/wiki/NATO) code:*Hind-D*) captured during Gulf War I.

The Mi-24 was also heavily employed by Iraqis during their [invasion](http://en.wikipedia.org/wiki/Gulf_War) of [Kuwait](http://en.wikipedia.org/wiki/Kuwait), although most were withdrawn by [Saddam Hussein](http://en.wikipedia.org/wiki/Saddam_Hussein) when it became apparent they would be needed to help retain his grip on power in the aftermath of the war.

A few Mi-24s were later sent over the border into Iran, along with many other Iraqi military aircraft, in the hope of sparing them from destruction by allied air strikes. As with the previous Iraqi aircraft however, the Iranians kept them and used them in their own service.

**Sierra Leone Civil War (1991–2002)**

Three Mi-24Vs owned by Sierra Leone and flown by [South African](http://en.wikipedia.org/wiki/South_Africa) [mercenaries](http://en.wikipedia.org/wiki/Mercenary) were used against [RUF](http://en.wikipedia.org/wiki/Revolutionary_United_Front) rebels. In 1995, they helped [drive](http://en.wikipedia.org/wiki/Sierra_Leone_Civil_War) the RUF from the capital, [Freetown](http://en.wikipedia.org/wiki/Freetown). [Guinea](http://en.wikipedia.org/wiki/Guinea) also used its Mi-24s against the RUF on both sides of the border and was alleged to have provided air support to the [LURD](http://en.wikipedia.org/wiki/LURD) insurgency in northern Liberia in 2001-03.

**Croatian War of Independence (1990s)**

First unveiled in [Croatia](http://en.wikipedia.org/wiki/Croatia) in 1993, twelve Mi-24s were effectively used in 1995 by the [Croatian Army](http://en.wikipedia.org/wiki/Croatian_Army) in [Operation Storm](http://en.wikipedia.org/wiki/Operation_Storm) [against](http://en.wikipedia.org/wiki/Croatian_War_of_Independence) [Krajina army](http://en.wikipedia.org/wiki/Military_of_Serbian_Krajina) paramilitaries. The Mi-24 was used to strike deep into the enemy background and paralyze Krajina army communications and command. The actions of Mi-24 were successful and only one Croatian Mi-24 was shot down above Dinars, both the pilot and the operator survived. The Mi-24 used by the Croatia armed forces were obtained from Ukraine. Years of misuse, lack of spare parts and regular maintenance have grounded all of the Mi-24 and Croatia is offering 6 of them for sale.

**First and Second Wars in Chechnya (1990s–2000s)**

During the [First](http://en.wikipedia.org/wiki/First_Chechen_War) and [Second Chechen Wars](http://en.wikipedia.org/wiki/Second_Chechen_War), beginning in 1994 and 1999 respectively, Mi-24s were employed by the Russian armed forces. As in Afghanistan, the Mi-24s were vulnerable to rebel tactics. Dozens are believed to have crashed or been shot down during military operations. A contributing cause to these crashes is the poor maintenance of these aging helicopters.

**Sudanese Civil War (1995–2008)**

In 1995, the Sudanese Air Force acquired six Mi-24s for use in [Southern Sudan](http://en.wikipedia.org/wiki/Southern_Sudan) and the [Nuba mountains](http://en.wikipedia.org/wiki/Nuba_mountains) to [engage](http://en.wikipedia.org/wiki/Second_Sudanese_Civil_War) the [SPLA](http://en.wikipedia.org/wiki/Sudan_People%27s_Liberation_Army). At least two aircraft were lost in non-combat situations within the first year of operation, but may have been replaced.

A further twelve were bought in 2001, and used extensively in the oil fields of Southern Sudan. Mi-24s were also deployed to [Darfur](http://en.wikipedia.org/wiki/Darfur) in 2004–2005.

**Nepalese Civil War (1996–2006)**

6 Mi-24s were bought and heavily used by the Nepal army to combat Maoist rebels.

**First and Second Congo Wars (1996–2003)**

Three Mi-24s were used by Mobutu's army and were later acquired by the new [Air Force of the Democratic Republic of the Congo](http://en.wikipedia.org/wiki/Air_Force_of_the_Democratic_Republic_of_the_Congo). These were supplied to Zaire in [1997](http://en.wikipedia.org/wiki/1997), and at least one was flown by Serbian mercenaries. One hit a power line and crashed on [27 March](http://en.wikipedia.org/wiki/March_27), killing the three crewmen and four passengers.

Zimbabwean Mi-24s were also operated in coordination with the Congolese Army.

The UN peacekeeping mission employed Indian Air Force Mi-24/-35 helicopters to provide support during the [Second Congo War](http://en.wikipedia.org/wiki/Second_Congo_War). The IAF has been operating in the region since 2003.

**Kosovo war (1998–1999)**



Serbian Air Force Mi-24V

On the night of 1 March 1998, during the fighting against [KLA](http://en.wikipedia.org/wiki/Kosovo_Liberation_Army) forces during the [Kosovo War](http://en.wikipedia.org/wiki/Kosovo_War), a Serbian [Special Operations Unit](http://en.wikipedia.org/wiki/Special_Operations_Unit) (JSO) landed in the village of Prekaz. One of its Mi-24Vs was hit by small arms fire and made an emergency landing, but the KLA fighters were pushed back by JSO personnel. During the summer of 1998, Mi-24Vs took part in several combat missions. On 27 June, JSO forces used four helicopters to come to the aid of approximately 100 police officers and Serbian civilians fleeing a NATO blockade in the village of [Kijevo](http://en.wikipedia.org/wiki/Kijevo). The Mi-24Vs and [Mi-17s](http://en.wikipedia.org/wiki/Mi-17) transported ammunition and evacuated wounded.

**Macedonia conflict (February 2001 – August 2001)**

Macedonian Mi-24V.

The Macedonian armed forces acquired second hand [Ukranian](http://en.wikipedia.org/wiki/Ukraine) Mi-24Vs. They were used frequently against Albanian armed resistance during the [2001 conflict in Macedonia](http://en.wikipedia.org/wiki/2001_insurgency_in_the_Republic_of_Macedonia). The main areas of action were in Tetovo, Radusha and Aracinovo. The aircraft saw heavy use and proved to be highly ineffective against guerilla forces in a guerilla war, the helicopters spend most of their time flying low and fast over the villages and towns under Albanian control firing flares to scare and panic people.

**Ivorian Civil War (2002–2004)**

During the [Ivorian Civil War](http://en.wikipedia.org/wiki/Ivorian_Civil_War) five Mil Mi-24s piloted by mercenaries were used in support of government forces. They were later destroyed by the [French Army](http://en.wikipedia.org/wiki/French_Army) in retaliation for an air attack on a French base which killed nine soldiers.

**Iraq War (March 2003–present)**

The [Polish](http://en.wikipedia.org/wiki/Poland) contingent [in Iraq](http://en.wikipedia.org/wiki/Post-invasion_Iraq,_2003%E2%80%93present) has been using six Mi-24Ds since December 2004. One of them crashed on 18 July 2006 in an air base in [Al Diwaniyah](http://en.wikipedia.org/wiki/Al_Diwaniyah). Polish Mi-24Ds used in Iraq will not be returning to Poland due to their age, condition, low combat value of the Mi-24D variant, and high shipping costs; depending on their condition they will be transferred to the [New Iraqi Army](http://en.wikipedia.org/wiki/New_Iraqi_Army) or scrapped. New [Mi-35P](http://en.wikipedia.org/wiki/Mil_Mi-24_variants) will be bought by the Polish Army as "replacements of equipment depleted during combat operations" for the Mi-24Ds used and left in Iraq.

**War in Somalia (2006–present)**

The [Ethiopian Air Force](http://en.wikipedia.org/wiki/Ethiopian_Air_Force) operates about three Mil Mi-35 and ten Mil Mi-24D helicopter gunships in the [Somalian theater](http://en.wikipedia.org/wiki/War_in_Somalia_(2006%E2%80%93present)). One was shot down near the [Mogadishu International Airport](http://en.wikipedia.org/wiki/Aden_Adde_International_Airport) on 30 March 2007 by Somali resistance fighters.

**War in Chad (2008)**

Upon returning to Abeche, one of Chadian Mi-35 made "a hard and forced landing" at the airport. It was claimed that it was shot down by rebels.

**South Ossetia war (2008)**

During the [2008 South Ossetia war](http://en.wikipedia.org/wiki/2008_South_Ossetia_war) the Mi-24 was used by [Russia](http://en.wikipedia.org/wiki/Russia) and [Georgia](http://en.wikipedia.org/wiki/Georgia_(country)).

**Variants**

Main article: [Mil Mi-24 variants](http://en.wikipedia.org/wiki/Mil_Mi-24_variants)

Since 1978, around 2,000 Mi-24s have been manufactured, 600 for export. In October 2007, defense-aerospace.com reported that the [Saudi Arabian](http://en.wikipedia.org/wiki/Saudi_Arabia) government had signed a contract for up to 150 Mi-35 and Mi-17 helicopters worth $2.2 billion.

**Operators**



Mi-24, Mi-25, and Mi-35 operators

[Afghanistan](http://en.wikipedia.org/wiki/Afghanistan)



[Afghan Air Force](http://en.wikipedia.org/wiki/Afghan_Air_Force) has received 115 since 1979, with 6 Mi-35 operational.

[Algeria](http://en.wikipedia.org/wiki/Algeria)



[Algerian Air Force](http://en.wikipedia.org/wiki/Algerian_Air_Force)

[Angola](http://en.wikipedia.org/wiki/Angola)



[People's Air and Air Defense Force of Angola](http://en.wikipedia.org/wiki/People%27s_Air_and_Air_Defence_Force_of_Angola)

[Armenia](http://en.wikipedia.org/wiki/Armenia)



12 in service with the [Armenian Air Force](http://en.wikipedia.org/wiki/Armenian_Air_Force).

[Azerbaijan](http://en.wikipedia.org/wiki/Azerbaijan)



[Azerbaijan Air Force](http://en.wikipedia.org/wiki/Azerbaijan_Air_Force)

[Belarus](http://en.wikipedia.org/wiki/Belarus)



[Belarus Air Force](http://en.wikipedia.org/wiki/Belarus_Air_Force)

[Brazil](http://en.wikipedia.org/wiki/Brazil)



12 Mi-35M ordered in December 2008. Deliveries start in 2009 and finish in 2010.

[Bulgaria](http://en.wikipedia.org/wiki/Bulgaria)



[Bulgarian Air Force](http://en.wikipedia.org/wiki/Bulgarian_Air_Force). 18 in service.

[Burkina Faso](http://en.wikipedia.org/wiki/Burkina_Faso)



[Burkina Faso Air Force](http://en.wikipedia.org/wiki/Burkina_Faso_Air_Force) 2 delivered from Russia in 2005.

[Chad](http://en.wikipedia.org/wiki/Chad)



[Chad Air Force](http://en.wikipedia.org/wiki/Chad_Air_Force)

[Cyprus](http://en.wikipedia.org/wiki/Cyprus)



12 Mi-35Ps delivered in 2001-2005.

[Cuba](http://en.wikipedia.org/wiki/Cuba)



15 Mi-24 - [Cuban Air Force](http://en.wikipedia.org/wiki/Cuban_Air_Force)

[Czech Republic](http://en.wikipedia.org/wiki/Czech_Republic)



[Czech Air Force](http://en.wikipedia.org/wiki/Czech_Air_Force)

[Germany](http://en.wikipedia.org/wiki/Germany)



51 taken over from East Germany's Air Force, sold to Hungary, Poland and two to the U.S. Army.

[Djibouti](http://en.wikipedia.org/wiki/Djibouti)



2 delivered from Belarus in 2005. Also Ethiopian deserters reported.

[Equatorial Guinea](http://en.wikipedia.org/wiki/Equatorial_Guinea)



[Eritrea](http://en.wikipedia.org/wiki/Eritrea)



[Eritrean Air Force](http://en.wikipedia.org/wiki/Eritrean_Air_Force)

[Ethiopia](http://en.wikipedia.org/wiki/Ethiopia)



[Ethiopian Air Force](http://en.wikipedia.org/wiki/Ethiopian_Air_Force)



[Georgian Air Force](http://en.wikipedia.org/wiki/Georgian_Air_Force) gunship Mi-24.

[Georgia](http://en.wikipedia.org/wiki/Georgia_(country))



[Georgian Air Force](http://en.wikipedia.org/wiki/Georgian_Air_Force) has 32 Mi-24s.

[Guinea](http://en.wikipedia.org/wiki/Guinea)



[Hungary](http://en.wikipedia.org/wiki/Hungary)



[Hungarian Air Force](http://en.wikipedia.org/wiki/Hungarian_Air_Force). 49, 20 from the German Army (taken over from East German Air Force)

[India](http://en.wikipedia.org/wiki/India)



[Indian Air Force](http://en.wikipedia.org/wiki/Indian_Air_Force). 01 Squadron each of Mi-25s and Mi-35s. [Indian Army](http://en.wikipedia.org/wiki/Indian_Army). 44 are in service (Mi-25 and Mi-35).

[Indonesia](http://en.wikipedia.org/wiki/Indonesia)



[Indonesian Army](http://en.wikipedia.org/wiki/Indonesian_Army). Two Mi-35Ps operated by the Army Corps/TNI-AD (bought in 2004), five Mi-35Ps ordered in 2006, and an additional three Mi-35s in 2007. Eight are in service.

[Iran](http://en.wikipedia.org/wiki/Iran)



[Iraq](http://en.wikipedia.org/wiki/Iraq)



[Iraqi Air Force](http://en.wikipedia.org/wiki/Iraqi_Air_Force)

[Ivory Coast](http://en.wikipedia.org/wiki/C%C3%B4te_d%27Ivoire)



[Kazakhstan](http://en.wikipedia.org/wiki/Kazakhstan)



[Kyrgyzstan](http://en.wikipedia.org/wiki/Kyrgyzstan)



[Libya](http://en.wikipedia.org/wiki/Libya)



[Libyan Air Force](http://en.wikipedia.org/wiki/Libyan_Air_Force)

[Republic of Macedonia](http://en.wikipedia.org/wiki/Republic_of_Macedonia)



[Mali](http://en.wikipedia.org/wiki/Mali)



[Air Force of Mali](http://en.wikipedia.org/wiki/Air_Force_of_Mali) 2 supplied by Bulgaria in 2007.

[Mongolia](http://en.wikipedia.org/wiki/Mongolia)



[Mongolian Air Force](http://en.wikipedia.org/wiki/Military_of_Mongolia). Ordered 24 in 1984, but received 12 in 1986-1987.

[Mozambique](http://en.wikipedia.org/wiki/Mozambique)



[Namibia](http://en.wikipedia.org/wiki/Namibia)



[Namibian Air Force](http://en.wikipedia.org/wiki/Namibian_Air_Force)

[Nepal](http://en.wikipedia.org/wiki/Nepal)



[Nepalese Army Air Service](http://en.wikipedia.org/wiki/Nepalese_Army_Air_Service). Operates 6 modernized, refurbished and customized Mi-24s. These aircraft were actually used by the Soviet Air Force during the Soviet-Afghan War.

[Nicaragua](http://en.wikipedia.org/wiki/Nicaragua)



[Nicaraguan Air Force](http://en.wikipedia.org/wiki/Nicaraguan_Air_Force)

[Niger](http://en.wikipedia.org/wiki/Niger)



[Air Force of Niger](http://en.wikipedia.org/wiki/Air_Force_of_Niger) Unconfirmed. May have been destroyed.

[Nigeria](http://en.wikipedia.org/wiki/Nigeria)



[North Korea](http://en.wikipedia.org/wiki/North_Korea)



[North Korean Air Force](http://en.wikipedia.org/wiki/North_Korean_Air_Force)

[Peru](http://en.wikipedia.org/wiki/Peru)



[Peruvian Air Force](http://en.wikipedia.org/wiki/Peruvian_Air_Force)



Mi-24W (V) of [Polish Army](http://en.wikipedia.org/wiki/Polish_Army)

[Poland](http://en.wikipedia.org/wiki/Poland)



[Polish Land Forces](http://en.wikipedia.org/wiki/Polish_Land_Forces) and [Polish Air Force](http://en.wikipedia.org/wiki/Polish_Air_Force) former operator.

* Mi-24Ds, [Polish Land Forces](http://en.wikipedia.org/wiki/Polish_Land_Forces) 49th Combat Helicopter Regiment (*49 Pułk Śmigłowców Bojowych*) in [Pruszcz Gdański](http://en.wikipedia.org/wiki/Pruszcz_Gda%C5%84ski)
  + Mi-24Ds, Polish Land Forces Independent Air Assault Group (*Samodzielna Grupa Powietrzno-Szturmowa*) in [Al Kut](http://en.wikipedia.org/wiki/Al_Kut) and [Al Diwaniyah](http://en.wikipedia.org/wiki/Al_Diwaniyah), Iraq
  + [Scorpion aerobatic team](http://en.wikipedia.org/wiki/Scorpion_aerobatic_team)
* Mi-24Ws, Polish Land Forces 56th [Kujawian](http://en.wikipedia.org/wiki/Kujawy) Combat Helicopter Regiment (*56 Kujawski Pułk Śmigłowców Bojowych*) in [Inowrocław](http://en.wikipedia.org/wiki/Inowroc%C5%82aw).

[Russia](http://en.wikipedia.org/wiki/Russia)



360 in service.

* [Russian Air Force](http://en.wikipedia.org/wiki/Russian_Air_Force)
* [Russian Army](http://en.wikipedia.org/wiki/Russian_Army)
* [Russian Naval Aviation](http://en.wikipedia.org/wiki/Russian_Naval_Aviation)

[Rwanda](http://en.wikipedia.org/wiki/Rwanda)



[Senegal](http://en.wikipedia.org/wiki/Senegal)



[Senegal Air Force](http://en.wikipedia.org/w/index.php?title=Senegal_Air_Force&action=edit&redlink=1) 2 Mi-35 supplied by Russia in 2007.

[Serbia](http://en.wikipedia.org/wiki/Serbia)



Two Mi-24Vs are operated by the [Serbian Air Force](http://en.wikipedia.org/wiki/Serbian_Air_Force).

[Slovakia](http://en.wikipedia.org/wiki/Slovakia)



[Slovak Air Force](http://en.wikipedia.org/wiki/Slovak_Air_Force)

[Sri Lanka](http://en.wikipedia.org/wiki/Sri_Lanka)



[Sri Lanka Air Force](http://en.wikipedia.org/wiki/Sri_Lanka_Air_Force)'s [No. 9 Attack Helicopter Squadron](http://en.wikipedia.org/wiki/No._9_Squadron_SLAF) operates 15 Mi-24s, including Mi-24D/V/P and Mi-35.

[Sudan](http://en.wikipedia.org/wiki/Sudan)



[Sudanese Air Force](http://en.wikipedia.org/wiki/Sudanese_Air_Force)

[Syria](http://en.wikipedia.org/wiki/Syria)



[Syrian Air Force](http://en.wikipedia.org/wiki/Syrian_Air_Force)

[Tajikistan](http://en.wikipedia.org/wiki/Tajikistan)



[Uganda](http://en.wikipedia.org/wiki/Uganda)



[Ugandan Air Force](http://en.wikipedia.org/wiki/Ugandan_Air_Force)

[Ukraine](http://en.wikipedia.org/wiki/Ukraine)



* [Ukrainian Air Force](http://en.wikipedia.org/wiki/Ukrainian_Air_Force)
* [Ukrainian Ground Forces](http://en.wikipedia.org/wiki/Ukrainian_Ground_Forces)

[USA](http://en.wikipedia.org/wiki/United_States)



* The Cold War Air Museum ([CWAM](http://www.CWAM.org)) operates 2 Mi-24s from its Museum at [Lancaster Airport](http://en.wikipedia.org/wiki/Lancaster_Airport_(Texas)) just south of [Dallas, Texas](http://en.wikipedia.org/wiki/Dallas,_Texas).
* [U.S. Army](http://en.wikipedia.org/wiki/United_States_Army) operates a number of [Fort Bliss](http://en.wikipedia.org/wiki/Fort_Bliss), [Texas](http://en.wikipedia.org/wiki/Texas) based Mi-24s at [Louisiana](http://en.wikipedia.org/wiki/Louisiana)'s [Fort Polk](http://en.wikipedia.org/wiki/Fort_Polk) for [adversary training](http://en.wikipedia.org/wiki/Opposing_force).
* [U.S. FAA](http://en.wikipedia.org/wiki/FAA) registry lists 7 privately owned Mi-24s operated by civilians.

[Uzbekistan](http://en.wikipedia.org/wiki/Uzbekistan)



[Venezuela](http://en.wikipedia.org/wiki/Venezuela)



[Army of Venezuela](http://en.wikipedia.org/wiki/Army_of_Venezuela). (Mi-35M2)

[Vietnam](http://en.wikipedia.org/wiki/Vietnam)



[Vietnamese Air Force](http://en.wikipedia.org/wiki/Vietnamese_Air_Force)

[Yemen](http://en.wikipedia.org/wiki/Yemen)



[Yemen Air Force](http://en.wikipedia.org/wiki/Yemen_Air_Force)

[Zimbabwe](http://en.wikipedia.org/wiki/Zimbabwe)



[Air Force of Zimbabwe](http://en.wikipedia.org/wiki/Air_Force_of_Zimbabwe)

**Former operators**

[Croatia](http://en.wikipedia.org/wiki/Croatia)



[Croatian Air Force](http://en.wikipedia.org/wiki/Croatian_Air_Force). Grounded and retired.

[Czechoslovakia](http://en.wikipedia.org/wiki/Czechoslovakia)



[Czechoslovakian Air Force](http://en.wikipedia.org/wiki/Czechoslovakian_Air_Force)

[East Germany](http://en.wikipedia.org/wiki/East_Germany)



[East German Air Force](http://en.wikipedia.org/wiki/East_German_Air_Force)

[Poland](http://en.wikipedia.org/wiki/Poland)



[Polish Air Force](http://en.wikipedia.org/wiki/Polish_Air_Force)

[Sierra Leone](http://en.wikipedia.org/wiki/Sierra_Leone)

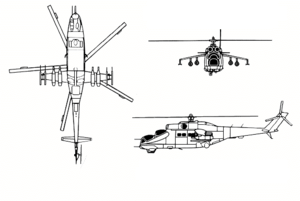


[Soviet Union](http://en.wikipedia.org/wiki/Soviet_Union)



* [Soviet Air Force](http://en.wikipedia.org/wiki/Soviet_Air_Force)
* [Soviet Army](http://en.wikipedia.org/wiki/Soviet_Army) Aviation

**Specifications (Mi-24)**



**General characteristics**

* **Crew:** 2-3 (pilot, weapons system officer and technician (optional)),
* **Capacity:** 8 troops or 4 stretchers
* **Length:** 17.5 m (57 ft 4 in)
* **Rotor diameter:** 17.3 m (56 ft 7 in)
* **Wingspan:** 6.5 m (21 ft 3 in)
* **Height:** 6.5 m (21 ft 3 in)
* **Disc area:** 235 m² (2,530 ft²)
* **Empty weight:** 8,500 kg (18,740 lb.)
* [**Max takeoff weight**](http://en.wikipedia.org/wiki/Maximum_Takeoff_Weight)**:** 12,000 kg (26,500 lb.)
* **Powerplant:** 2× [Isotov TV3-117](http://en.wikipedia.org/w/index.php?title=Isotov_TV3-117&action=edit&redlink=1) turbines, 1,600 kW (2,200 hp) each

**Performance**

* [**Maximum speed**](http://en.wikipedia.org/wiki/V_speeds#Vno)**:** 335 km/h (208 mph)
* [**Range**](http://en.wikipedia.org/wiki/Range_(aircraft))**:** 450 km (280 miles)
* [**Service ceiling**](http://en.wikipedia.org/wiki/Ceiling_(aeronautics))**:** 4,500 m (14,750 ft)

Armament



Possible armament configuration on Mi-24W



Yakushev-Borzov YakB-12.7 machine gun

Internal guns

* flexible 12.7 mm Yakushev-Borzov [Yak-B](http://en.wikipedia.org/wiki/Yak-B_12.7mm_machine_gun) [Gatling gun](http://en.wikipedia.org/wiki/Gatling_gun) on most variants. Maximum of 1,470 rounds of ammunition.
* fixed twin-barrel [GSh-30K](http://en.wikipedia.org/wiki/Gryazev-Shipunov_GSh-30-2) on the Mi-24P. 750 rounds of ammunition.
* flexible twin-barrel [GSh-23L](http://en.wikipedia.org/wiki/GSh-23L) on the Mi-24VP and Mi-24VM. 450 rounds of ammunition.
* [PKT](http://en.wikipedia.org/wiki/PKT) door mounted machine guns

External stores

* Total payload is 1,500 kg of external stores.
* Inner hardpoints can carry at least 500 kg
* Outer hardpoints can carry up to 250 kg
* Wing-tip pylons can only carry the [9M17 Phalanga](http://en.wikipedia.org/wiki/AT-2_Swatter) (in the Mi-24A-D) or the [9K114 Shturm](http://en.wikipedia.org/wiki/9K114_Shturm) complex (in the Mi-24V-F).

Bomb-load

* Bombs within weight range (presumably ZAB, FAB, RBK, ODAB etc.), Up to 500 kg.
* MBD multiple ejector racks (presumably MBD-4 with 4xFAB-100)
* KGMU2V submunition/mine dispenser pods

First-generation armament (standard production Mi-24D)

* [GUV-8700](http://en.wikipedia.org/w/index.php?title=GUV-8700&action=edit&redlink=1) gun pod (with a 12.7 mm Yak-B + 2x7.62 mm [GShG-7.62 mm](http://en.wikipedia.org/wiki/GShG-7.62_machine_gun) combination or one 30 mm [AGS-17](http://en.wikipedia.org/wiki/AGS-17))
* UB-32 [S-5 rocket](http://en.wikipedia.org/wiki/S-5_rocket) launchers
* [S-24](http://en.wikipedia.org/wiki/S-24_rocket) 240 mm rocket
* [9M17 Phalanga](http://en.wikipedia.org/wiki/9M17_Phalanga) (a pair on each wingtip pylon)

Second-generation armament (Mi-24V, Mi-24P and most upgraded Mi-24D)

* UPK-23-250 gun pod carrying the [GSh-23L](http://en.wikipedia.org/wiki/GSh-23L)
* B-8V20 a lightweight long tubed helicopter version of the [S-8 rocket](http://en.wikipedia.org/wiki/S-8_rocket) launcher
* [9K114 Shturm](http://en.wikipedia.org/wiki/9K114_Shturm) in pairs on the outer and wingtip pylons



Mi-35

**Popular culture**

An [SA-330 Puma](http://en.wikipedia.org/wiki/A%C3%A9rospatiale_Puma) was equipped with stub wings and a gun turret to mimic a Soviet Mi-24 in the films [*Red Dawn*](http://en.wikipedia.org/wiki/Red_Dawn) and most notably [*Rambo: First Blood Part II*](http://en.wikipedia.org/wiki/Rambo:_First_Blood_Part_II) and [*Rambo III*](http://en.wikipedia.org/wiki/Rambo_III).

**See also**

**Related development**

* [Mil Mi-8](http://en.wikipedia.org/wiki/Mil_Mi-8)
* [Mil Mi-14](http://en.wikipedia.org/wiki/Mil_Mi-14)
* [Mil Mi-28](http://en.wikipedia.org/wiki/Mil_Mi-28)
* [Mil Mi-40](http://en.wikipedia.org/wiki/Mil_Mi-40)

**Comparable aircraft**

* [Sikorsky S-67](http://en.wikipedia.org/wiki/Sikorsky_S-67)
* [MH-60L Direct Action Penetrator (DAP)](http://en.wikipedia.org/wiki/UH-60_Black_Hawk#Special_purpose)