**Soviet Union Military Aircraft**

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This **list of the military aircraft of the Soviet Union and the** [**Commonwealth of Independent States**](http://en.wikipedia.org/wiki/Commonwealth_of_Independent_States) **(CIS)** includes experimental, prototype, and operational types regardless of era. It also includes both native Soviet designs, Soviet-produced copies of foreign designs, and foreign-produced aircraft that served in the military of the [Union of Soviet Socialist Republics](http://en.wikipedia.org/wiki/Soviet_Union) (USSR) and its [successor states of the CIS](http://en.wikipedia.org/wiki/Post-Soviet_states). The service time frame begins with the year the aircraft entered military service (not the date of first flight, as reported by some sources). Stated production quantities, which are often very approximate, include all variants of the aircraft type produced for the USSR, unless otherwise noted.

Wikipedia convention is to use the Soviet or Russian names and designations for these aircraft, not the post-World War II [NATO reporting names](http://en.wikipedia.org/wiki/NATO_reporting_name), although these will be used as redirects to guide the reader to the desired article. The reporting names assigned by Western intelligence agencies listed here are provided for ease of reference; they are by no means complete. Further details on the [NATO](http://en.wikipedia.org/wiki/NATO) Air Standardization Coordinating Committee (ASCC) reporting names can be found [**here**](http://en.wikipedia.org/wiki/NATO_reporting_name).

**Fighters**

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| **Fighters** | | | | |
| [Lavochkin-Gorbunov-Goudkov](http://en.wikipedia.org/wiki/Lavochkin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [LaGG-1](http://en.wikipedia.org/wiki/Lavochkin-Gorbunov-Goudkov_LaGG-1) | c.100 | 1940-1945? | None | \* |
| [LaGG-3](http://en.wikipedia.org/wiki/Lavochkin-Gorbunov-Goudkov_LaGG-3) | 6,258 | 1940?-1945 | None | Produced in 66 variants. |
| [Lavochkin](http://en.wikipedia.org/wiki/Lavochkin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [La-5](http://en.wikipedia.org/wiki/Lavochkin_La-5) "*Lavochka*" | 9,920 | 1942-late 1940s | None | Variants include the La-5UTI dedicated trainer version. |
| [La-7](http://en.wikipedia.org/wiki/Lavochkin_La-7) | 5,753 | 1944-?? | Fin | Variants include the La-7UTI trainer. |
| [La-9](http://en.wikipedia.org/wiki/Lavochkin_La-9) | 1,559-1,895 | 1946-?? | Fritz | Variants include the field-expedient La-9UTI two-seat trainer. |
| [La-11](http://en.wikipedia.org/wiki/Lavochkin_La-11) | 1,182 | 1948-?? | Fang | \* |
| [La-15](http://en.wikipedia.org/wiki/Lavochkin_La-15) | 235 | 1949-1954 | Fantail | \* |
| [Mikoyan-Gurevich](http://en.wikipedia.org/wiki/Mikoyan) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [MiG-1](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-1) | 100 | 1940-?? | None | \* |
| [MiG-3](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-3) | 3,120 | 1941-1945 | None | Production total includes the original, propeller-driven "MiG-9" (not to be confused with the MiG-9 'Fargo' jet fighter). |
| [MiG-9](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-9) | 550 | 1946-?? | Fargo | Variants include the MiG-9UTI two-seat trainer. |
| [I-250 (N)](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_I-250_(N)) | 10-20 | - | None | aka "MiG-13"; older sources claim 50 were in service 1946-1950, but more recent sources report that only 10-20 were built and they never entered service. |
| [MiG-15](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-15) | c.12,000 | 1949-?? | Fagot | Variants include the MiG-15UTI 'Midget' trainer. |
| [MiG-17](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-17) | 10,000 | 1952-1970s | Fresco | Several thousand were built in all variants. |
| [MiG-19](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-19) | c.8,500 | 1955-?? | Farmer | Production total includes license-built examples produced by other countries. |
| [MiG-21](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-21) | > 10,000 | 1959-date | Fishbed | Variants include the MiG-21U 'Mongol' operational conversion trainer; production total includes license-built examples produced by other countries. |
| [MiG-23](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-23) | c.5,000 | 1970-date | Flogger | A ground-attack version of this airplane was given the separate designation MiG-27. |
| [I-75](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_I-75) | 1 | - | ? | Prototype interceptor; program cancelled in favor of faster-built Sukhoi T-43 (to become Su-9). |
| [MiG-25P](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-25) | 1,190 | 1972-2007 | Foxbat | Variants include the MiG-25PU and MiG-25RU conversion trainers. |
| [MiG-27](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-27) | 1,070 | 1975-date | Flogger D/J |  |
| [MiG-29](http://en.wikipedia.org/wiki/Mikoyan_MiG-29) | 1,600+ | 1983-date | Fulcrum | Variants include the MiG-29UB conversion trainer. |
| [MiG-31](http://en.wikipedia.org/wiki/Mikoyan_MiG-31) | c.500 | 1982-date | Foxhound | \* |
| [MiG-33](http://en.wikipedia.org/wiki/Mikoyan_MiG-33) | - | - | Fulcrum E | No longer used "marketing designation" for the MiG-29M. |
| [MiG-35](http://en.wikipedia.org/wiki/Mikoyan_MiG-35) | - | - | Fulcrum F | Prototype advanced version of the MiG-29, incorporating elements of the MiG-29M/M2, MiG-29K and MiG-29OVT; being offered for export to India. |
| [MiG LMFS 1.27](http://en.wikipedia.org/wiki/Mikoyan_LMFS) | - | - |  | Liogkiy Mnogofunktsionalniy Frontovoi Samolyet (Light Multi-function Frontal Aircraft), is the continuation of the LFS program. It is estimated to be a light-weight, single engine, stealth 5th generation fighter, which will join the PAK FA in active service. |
| [Ye-152A](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-21) | 1 | 1960-1965 | Flipper | One of the last and most advanced evolutions of the MiG-21 prototypes line. A single experimental model, lost in 1965. |
| [Polikarpov](http://en.wikipedia.org/wiki/Polikarpov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [I-15](http://en.wikipedia.org/wiki/Polikarpov_I-15) "*Chaika*" | > 7,175 | 1935-1944 | None | \* |
| [I-16](http://en.wikipedia.org/wiki/Polikarpov_I-16) "*Ishak*" | > 9,004 | 1935-late 1940s | None | Some sources report at least 7364 fighters and 1895 Polikarpov UTI-2 and UTI-4 conversion trainers were built. |
| [Sukhoi](http://en.wikipedia.org/wiki/Sukhoi) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Su-1](http://en.wikipedia.org/wiki/Sukhoi_Su-1) | 1 | 1940 | None | aka "I-330", high-altitude fighter aircraft prototype. |
| [Su-3](http://en.wikipedia.org/wiki/Sukhoi_Su-1) | 1 | 1941 | None | aka "I-360", second prototype of the Su-1 with revised wing. It did not fly. |
| [Su-5](http://en.wikipedia.org/wiki/Sukhoi_Su-5) | 1 | 1945 | None | aka "I-107", mixed-power (propeller and motorjet) fighter prototype. |
| [Su-7 (1944)](http://en.wikipedia.org/wiki/Sukhoi_Su-6) | 1 | 1944-1945 | None | Mixed-power high-altitude interceptor developed from ground attack Su-6. |
| [Su-7](http://en.wikipedia.org/wiki/Sukhoi_Su-7) | < 200 | 1956-?? | Fitter-A | Original swept-wing 'Fitter' model. |
| [Su-9](http://en.wikipedia.org/wiki/Sukhoi_Su-9) | < 1,100 | 1959-c.1970 | Fishpot-A/B | \* |
| [Su-11](http://en.wikipedia.org/wiki/Sukhoi_Su-11) | 108 | 1964-1983 | Fishpot-C | Uprated Su-9; some Su-9 are believed to have also been upgraded to this standard. |
| [Su-15](http://en.wikipedia.org/wiki/Sukhoi_Su-15) | < 1,500 | 1967-1992 | Flagon | Variants include the Su-15UT and Su-15UM two-seat conversion trainers. (Note: "Su-21" has been reported as the designation for the late-model Su-15TM, but this appears to be erroneous.) |
| [Su-27](http://en.wikipedia.org/wiki/Sukhoi_Su-27) | c.680 | 1984-date | Flanker | Variants include the Su-27UB two-seat conversion trainer; production total includes export aircraft. |
| [Su-30](http://en.wikipedia.org/wiki/Sukhoi_Su-30) | 5 | 1992-date | Flanker-F (Variant 1) | Evolved interceptor version of the Su-27; originally designated Su-27PU; 5 built for operational service. |
| [Su-33](http://en.wikipedia.org/wiki/Sukhoi_Su-33) | 24 | 1994-date | Flanker-D | A carrier-capable version of the Su-27; originally designated Su-27K; quantity built includes the Su-33UB trainer. |
| [Su-35](http://en.wikipedia.org/wiki/Sukhoi_Su-35) | 5-10 | 1997-date | Flanker-E (Variant 1) | Land-based version of the Su-33; originally designated Su-27M; about 5-10 production Su-35 delivered; program status is unclear. |
| [Su-37](http://en.wikipedia.org/wiki/Sukhoi_Su-37) | - | - | Flanker-E (Variant 2) | Thrust-vectoring, multirole evolution of the Su-35 Flanker; being offered as an interim fighter, pending availability of the [PAK-FA](http://en.wikipedia.org/wiki/Sukhoi_PAK_FA) in 2015 or later. |
| [Su-47](http://en.wikipedia.org/wiki/Sukhoi_Su-47) | - | - | Firkin | Technology demonstrator for Russia's [fifth-generation fighter](http://en.wikipedia.org/wiki/Fighter_aircraft#Generation_5) utilizing a tandem-triplane layout, thrust vectoring, forward swept wings, improved stealth features, advanced combat avionics, and rearward facing radar antennas. |
| [PAK-FA/T-50](http://en.wikipedia.org/wiki/Sukhoi_PAK_FA) | 3 | - | - | Russia's planned [fifth-generation fighter](http://en.wikipedia.org/wiki/Fighter_aircraft#Generation_5), currently in development; first flew in 2009, with production deliveries planned for 2012-2015 (or later). |
| [Tupolev](http://en.wikipedia.org/wiki/Tupolev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [I-4](http://en.wikipedia.org/wiki/Tupolev_I-4) | 369 | 1928-1933 | None | First Soviet all-metal fighter; first plane designed by [Pavel Sukhoi](http://en.wikipedia.org/wiki/Pavel_Sukhoi). |
| [Tu-28/Tu-128](http://en.wikipedia.org/wiki/Tupolev_Tu-28) | 198 | 1965-1992 | Fiddler-A/B | This long-range interceptor was the world's largest fighter aircraft; the Tu-128 was the definitive production version; variants include the Tu-128UT trainer. |
| [Yakovlev](http://en.wikipedia.org/wiki/Yakovlev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Yak-1](http://en.wikipedia.org/wiki/Yakovlev_Yak-1) | c.8,720 | 1940-1945 | None | Variants include two-seat trainers. |
| [Yak-3](http://en.wikipedia.org/wiki/Yakovlev_Yak-3) | 4,848 | 1944-1945 | None | Variants include the Yak-3UTI two-seat conversion trainer. |
| [Yak-9](http://en.wikipedia.org/wiki/Yakovlev_Yak-9) | 16,769 | 1942-?? | Frank | Variants include the Yak-9UV and Yak-9V trainers. |
| [Yak-15](http://en.wikipedia.org/wiki/Yakovlev_Yak-15) | c.280 | 1947-?? | Feather | \* |
| [Yak-17](http://en.wikipedia.org/wiki/Yakovlev_Yak-17) | 430 | 1948-?? | Feather | Variants include the Yak-17UTI 'Magnet' conversion trainer. |
| [Yak-23](http://en.wikipedia.org/wiki/Yakovlev_Yak-23) | 310 | 1949-late 1950s | Flora | Only 310 built, mostly for export; quickly replaced by the MiG-15. |
| [Yak-25](http://en.wikipedia.org/wiki/Yakovlev_Yak-25) | 480 | 1955-1967 | Flashlight | \* |
| [Yak-28P](http://en.wikipedia.org/wiki/Yakovlev_Yak-28) | c.1,700 | 1967-early 1980s | Firebar | \* |

**Attack**

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| **Attack** | | | | |
| [Ilyushin](http://en.wikipedia.org/wiki/Ilyushin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Il-2](http://en.wikipedia.org/wiki/Ilyushin_Il-2) "*Sturmovik*" | 29,937 | 1941-late 1950s | Bark | Production quantity excludes 6,226 Il-10. |
| [Il-10](http://en.wikipedia.org/wiki/Ilyushin_Il-10) | 5,026 | 1944-1956 | Beast | Variants include the Il-10U trainer; production quantity excludes 1,200 B/CB-33 license-built examples produced by Aero of Czechoslovakia after WWII. |
| [Il-40](http://en.wikipedia.org/wiki/Ilyushin_Il-40) | 2 | - | Brawny | Two prototypes completed in 1953; did not enter production. |
| [Mikoyan-Gurevich](http://en.wikipedia.org/wiki/Mikoyan) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [MiG-23](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-23) | 5,047 | 1970-1998 | Flogger | Production quantity includes 3,630 fighter versions and the MiG-23UB conversion trainer variant, but excludes the MiG-27 variants. |
| [MiG-25BM](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-25) | c.100 | 1982?-?? | Foxbat-F | [Suppression of enemy air defenses](http://en.wikipedia.org/wiki/SEAD) (SEAD) variant. |
| [MiG-27](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-27) | 925 | 1975-date | Flogger-D/J | Ground-attack evolution of the MiG-23. Excludes 150 assembled/modified in India. |
| [Polikarpov](http://en.wikipedia.org/wiki/Polikarpov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [I-15](http://en.wikipedia.org/wiki/Polikarpov_I-15) "*Chaika*" | > 7,175 | 1935-1944 | None | \* |
| [I-16](http://en.wikipedia.org/wiki/Polikarpov_I-16) "*Ishak*" | > 9,004 | 1935-late 1940s | None | Some sources report at least 7,364 fighters and 1,895 Polikarpov UTI-2 and UTI-4 conversion trainers were built. |
| [Sukhoi](http://en.wikipedia.org/wiki/Sukhoi) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Su-2](http://en.wikipedia.org/wiki/Sukhoi_Su-2) | > 500 | 1940-1942 | None | Subsequently served as squadron hacks. |
| [Su-7B](http://en.wikipedia.org/wiki/Sukhoi_Su-7) | 1,700 - 1,800 | 1961-1986 | Fitter-A | Includes also two-seat trainer variants. Includes around 600 built for export. |
| [Su-17](http://en.wikipedia.org/wiki/Sukhoi_Su-17) "*Strizh*" | 2,867 | 1971-date | Fitter | Including over 500 for export; variants include the two-seat Su-17UM-2 and Su-17UM-3 conversion trainers. |
| [Su-24](http://en.wikipedia.org/wiki/Sukhoi_Su-24) "*Chemodan*" | 1,400 | 1974-date | Fencer | Over 700 Su-24 were built for the USSR, including at least 110 reconnaissance variants. |
| [Su-25](http://en.wikipedia.org/wiki/Sukhoi_Su-25) "*Grach*" | >580 | 1981-date | Frogfoot | Over 580 were built for the USSR in all variants, including the Su-25UB, Su-25UTG, and Su-25UBP two-seat conversion trainers; around 80 are being upgraded to the Su-25SM. |
| [Su-25T/Su-25TM (Su-39)](http://en.wikipedia.org/wiki/Sukhoi_Su-25) | 20 | 1996-date | Frogfoot | 20 Su-25T production models were built; 8 were later were improved to the Su-39TM (renamed Su-39). |
| [Su-30M](http://en.wikipedia.org/wiki/Sukhoi_Su-30) | 4+ | 1996?-date | Flanker-F (Variant 2) | Multirole evolution of the Su-27; Russia is believed to have built at least 4 Su-30M (perhaps all as prototypes). |
| [Su-34](http://en.wikipedia.org/wiki/Sukhoi_Su-34) | (58) | - | Fullback | Deliveries to begin in late 2006, with 58 to be delivered through 2015; formerly designated Su-27IB and Su-32FN. |
| [Yakovlev](http://en.wikipedia.org/wiki/Yakovlev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Yakovlev Yak-7](http://en.wikipedia.org/wiki/Yakovlev_Yak-7) | 6,339 | 1942-?? | None | Variants include the Yak-7U two-seat trainer. |
| [Yakovlev Yak-38](http://en.wikipedia.org/wiki/Yakovlev_Yak-38) | 231 | 1976-c.1994 | Forger | Naval [VTOL](http://en.wikipedia.org/wiki/VTOL) fighter-bomber. |

**Bombers**

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| **Bombers** | | | | |
| Alexejew | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Archangelski Ar-2](http://en.wikipedia.org/wiki/Archangelski_Ar-2) | ??-?? | 1940-1941 | None | Refinement of the [Tupolev SB](http://en.wikipedia.org/wiki/Tupolev_SB) |
| [Ilyushin](http://en.wikipedia.org/wiki/Ilyushin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [DB-3](http://en.wikipedia.org/wiki/Ilyushin_DB-3) | 1,528 | 1936-?? | None | Production quantity excludes the Il-4. |
| [Il-4](http://en.wikipedia.org/wiki/Ilyushin_Il-4) | 5,256 | 1941-early 1950s | Bob | Variants include the two-seat Il-2U trainer. |
| [Il-28](http://en.wikipedia.org/wiki/Ilyushin_Il-28) | > 2,000 | 1950-1980s | Beagle | Quantity excludes Chinese-produced [Hong H-5](http://en.wikipedia.org/wiki/Ilyushin_Il-28) version. |
| [Il-54/Il-149](http://en.wikipedia.org/wiki/Ilyushin_Il-54) | 1 | - | Blowlamp | Single prototype produced in 1955 before program was canceled. |
| [Myasishchev](http://en.wikipedia.org/wiki/Myasishchev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [M-4](http://en.wikipedia.org/wiki/Myasishchev_M-4) "*Molot*" | - | 1955-early 1960s | Bison | 93 built of all Bison variants, but only a few M-4 entered service; most survivors later converted to Myasishchev M-4-2 tankers. |
| [M-50/M-52](http://en.wikipedia.org/wiki/Myasishchev_M-50) | 2 | 1957 | Bounder | Only prototypes. Did not enter production. |
| [North American](http://en.wikipedia.org/wiki/North_American_Aviation) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [B-25](http://en.wikipedia.org/wiki/North_American_B-25) | 866 | 1940s | Bank | Models of types C/D/S/G/J were provided by the USA to the Soviet Union. |
| [Petlyakov](http://en.wikipedia.org/wiki/Petlyakov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Pe-2](http://en.wikipedia.org/wiki/Petlyakov_Pe-2) "*Peschka*" | 11,427 | 1941-early 1950s | Buck | Variants include the Pe-2UTI dedicated trainer version. |
| [Pe-8](http://en.wikipedia.org/wiki/Petlyakov_Pe-8) | c.95 | 1941-late 1950s | None | aka "TB-7"; 93 or 96 were built (including 2 prototypes). |
| [Tupolev](http://en.wikipedia.org/wiki/Tupolev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Tupolev SB](http://en.wikipedia.org/wiki/Tupolev_SB) "*Katyusha*" | 6,656 | 1936-1944 | None | Variants include a few USB conversion trainers. |
| [TB-1](http://en.wikipedia.org/wiki/Tupolev_TB-1) | 212 | 1929-?? | None | \* |
| [TB-3](http://en.wikipedia.org/wiki/Tupolev_TB-3) | 818 | 1930-1942 | None | Open-air strategic bomber; also used as a Sveno/[FICON](http://en.wikipedia.org/wiki/FICON)-type aircraft for I-16s |
| [Tu-2](http://en.wikipedia.org/wiki/Tupolev_Tu-2) | 2,527 | 1943-1950 | Bat | \* |
| [Tu-4](http://en.wikipedia.org/wiki/Tupolev_Tu-4) | 847 | 1949-1960s | Bull | [reverse-engineered](http://en.wikipedia.org/wiki/Reverse_engineering) copy of the Boeing [B-29 Superfortress](http://en.wikipedia.org/wiki/B-29_Superfortress). |
| [Tu-12](http://en.wikipedia.org/wiki/Tupolev_Tu-12) | 4 | 1947-1950 | None | aka Tu-77. Last derivative of the Tu-2, was the Soviet Union's first jet bomber. Did not enter production. |
| [Tu-14](http://en.wikipedia.org/wiki/Tupolev_Tu-14) | c.100 | 1949-?? | Bosun | Variants include the Tu-14R reconnaissance and Tu-14T jet torpedo bomber versions; most went to the Soviet navy. |
| [Tu-16](http://en.wikipedia.org/wiki/Tupolev_Tu-16) | 1,507+ | 1954-1993 | Badger | \* |
| [Tu-22](http://en.wikipedia.org/wiki/Tupolev_Tu-22) "*Shilo*" | c.250-300 | 1962-date | Blinder | Variants include the Tu-22U 'Blinder-D' trainer; production quantity excludes the Tu-22M 'Backfire'. |
| [Tu-22M](http://en.wikipedia.org/wiki/Tupolev_Tu-22M) | c.500 | 1972-date | Backfire | \* |
| [Tu-73](http://en.wikipedia.org/w/index.php?title=Tupolev_Tu-73&action=edit&redlink=1) | 1 | 1947-1948 | None | Three engined, larger version of the Tu-72 naval bomber proposed to Air Forces. Did not enter production. |
| [Tu-80](http://en.wikipedia.org/wiki/Tupolev_Tu-80) | 1 | 1949 | None | Modernized version of the Tu-4. Did not enter production. |
| [Tu-82](http://en.wikipedia.org/wiki/Tupolev_Tu-82) | 1 | - | Butcher | Provisionally bore the designation Tu-22. First Soviet bomber to feature swept wings; 1 prototype built in 1949. Did not enter production. |
| [Tu-85](http://en.wikipedia.org/wiki/Tupolev_Tu-85) | 2 | - | Barge | Final refined version of the Tu-4; 2 prototypes built in 1951. Did not enter production. |
| [Tu-91](http://en.wikipedia.org/wiki/Tupolev_Tu-91) | - | - | Boot | Prototype naval bomber built 1954-1956; did not enter production. |
| [Tu-95](http://en.wikipedia.org/wiki/Tupolev_Tu-95) | > 300 | 1956-1997 | Bear | Variants include the Tu-95MS 'Bear-H' (see below) and the Tu-95U trainer. |
| [Tu-95MS](http://en.wikipedia.org/wiki/Tupolev_Tu-95) | - | 1984-date | Bear-H | Based on the Tu-142 airframe. |
| [Tu-98](http://en.wikipedia.org/wiki/Tupolev_Tu-98) | 2 | - | Backfin | Two technology demonstrator prototypes produced in 1955; not intended for production. |
| [Tu-160](http://en.wikipedia.org/wiki/Tupolev_Tu-160) | 16 | 1987-date | Blackjack | Variants include the Tu-160M2 |
| [Tu PAK DA](http://en.wikipedia.org/wiki/PAK_DA) | - | 2015? | - | No known prototypes present |
| [Yakovlev](http://en.wikipedia.org/wiki/Yakovlev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Yak-2](http://en.wikipedia.org/wiki/Yakovlev_Yak-2) | 111 | 1940-?? | None | \* |
| [Yak-4](http://en.wikipedia.org/wiki/Yakovlev_Yak-4) | 90 | 1941-1945 | None | Initially served as a night bomber, but was soon reassigned to the high-altitude reconnaissance role. |
| [Yak-26](http://en.wikipedia.org/wiki/Yakovlev_Yak-26) | 9 | ??-?? | Flashlight-B | Bomber derivative of the Yak-25 interceptor. |
| [Yak-28](http://en.wikipedia.org/wiki/Yakovlev_Yak-28) | c.700 | 1960-c.1994 | Brewer | \* |
| Yermolayev | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Yer-2](http://en.wikipedia.org/wiki/Yermolayev_Yer-2) | c.320 | 1941-?? | None | \* |

**Reconnaissance**

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| **Reconnaissance** | | | | |
| [Antonov](http://en.wikipedia.org/wiki/Antonov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [An-30](http://en.wikipedia.org/wiki/Antonov_An-30) | - | 1974-date | Clank | Aerial survey aircraft; only a few built. |
| [Ilyushin](http://en.wikipedia.org/wiki/Ilyushin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Il-28R](http://en.wikipedia.org/wiki/Ilyushin_Il-28) | - | ??-?? | Beagle | \* |
| [Mikoyan-Gurevich](http://en.wikipedia.org/wiki/Mikoyan) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [MiG-21R](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-21) | - | 1965-date | Fishbed-H | \* |
| [MiG-25R](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-25) | - | 1970-date | Foxbat | Recce variants; 1190 built in all variants, including the MiG-25PU and MiG-25RU conversion trainers. Indian version phased out in 2007. |
| [Myasishchev](http://en.wikipedia.org/wiki/Myasishchev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [M-17/M-55 "*Geofizika*"](http://en.wikipedia.org/wiki/Myasishchev_M-55) | 6+ | 1982-date | Mystic-A/B | Originally developed as an ELINT aircraft, but sole survivor now used for high-altitude meteorological research; at least 6 built. |
| Neman | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [R-10](http://en.wikipedia.org/wiki/Neman_R-10) | 490 | 1937-1943 | None | \* |
| [Polikarpov](http://en.wikipedia.org/wiki/Polikarpov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [R-5](http://en.wikipedia.org/wiki/Polikarpov_R-5) | 490 | 1928-1944 | None | Used as mail-carriers after WWII. |
| [R-Z](http://en.wikipedia.org/wiki/Polikarpov_R-Z) | 1,031 | 1935-1941? | None | Improved R-5. |
| [Sukhoi](http://en.wikipedia.org/wiki/Sukhoi) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Su-17R](http://en.wikipedia.org/wiki/Sukhoi_Su-17) "*Strizh*" | - | ??-date | Fitter | A small number of Su-17M aircraft were equipped to carry reconnaissance pods. (Note: The Su-20R version was an export model only.) |
| [Su-24MR](http://en.wikipedia.org/wiki/Sukhoi_Su-24) | 110+ | 1985-date | Fencer-E | Over 700 Su-24 were built for the USSR, including at least 110 reconnaissance variants. |
| [Tupolev](http://en.wikipedia.org/wiki/Tupolev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [R-6](http://en.wikipedia.org/wiki/Tupolev_R-6) | > 7,000 | 1929-?? | None | More than 7,000 built in all variants. |
| [Tu-16R](http://en.wikipedia.org/wiki/Tupolev_Tu-16) | 1,507+ | ??-?? | Badger-E | \* |
| [Tu-22R](http://en.wikipedia.org/wiki/Tupolev_Tu-22) | 127 | 1962-?? | Blinder-C | \* |
| [Yakovlev](http://en.wikipedia.org/wiki/Yakovlev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Yak-4](http://en.wikipedia.org/wiki/Yakovlev_Yak-4) | 90 | 1941-1945 | None | Initially served as a night bomber, but was soon reassigned to the high-altitude reconnaissance role. |
| [Yak-25RV](http://en.wikipedia.org/wiki/Yakovlev_Yak-25) | 165 | 1959-1974 | Mandrake | Variants include two unmanned versions. |
| [Yak-27R](http://en.wikipedia.org/wiki/Yakovlev_Yak-27) | c.160-180 | 1960-?? | Mangrove | \* |
| [Yak-28R](http://en.wikipedia.org/wiki/Yakovlev_Yak-28) | 220+ | mid-1960s-c.1992-94 | Brewer-D | At least 220 reconnaissance variants built. |

**Maritime Patrol**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Maritime Patrol** | | | | |
| [Antonov](http://en.wikipedia.org/wiki/Antonov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [An-72P](http://en.wikipedia.org/wiki/Antonov_An-72) | - | 1987-date | Coaler | \* |
| [Beriev](http://en.wikipedia.org/wiki/Beriev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Be-2/KOR-1](http://en.wikipedia.org/wiki/Beriev_Be-2) | - | 1938-1942 | Mote | A small catapult-launched float biplane operated from naval cruisers. |
| [Be-4/KOR-2](http://en.wikipedia.org/wiki/Beriev_Be-4) | - | 1941-?? | Mug | Flying boat. |
| [Be-6](http://en.wikipedia.org/wiki/Beriev_Be-6) | - | 1949-late 1960s | Madge | Flying boat. |
| [Be-10/M-10](http://en.wikipedia.org/wiki/Beriev_Be-10) | - | 1956-?? | Mallow | Jet-engined flying boat; only a few were produced. |
| [Be-12/M-12](http://en.wikipedia.org/wiki/Beriev_Be-12) "*Chaika*" | - | 1961-date | Mail | [ASW](http://en.wikipedia.org/wiki/Anti-submarine_warfare)/[SAR](http://en.wikipedia.org/wiki/Search_and_rescue) amphibian. |
| [Be-42/A-40](http://en.wikipedia.org/wiki/Beriev_Be-42) "*Albatros*" | - | 1989-date | Mermaid | [Search and rescue](http://en.wikipedia.org/wiki/Search_and_rescue) amphibian; largest amphibious aircraft in the world. |
| [Be-44](http://en.wikipedia.org/w/index.php?title=Beriev_Be-44&action=edit&redlink=1) | - | ??-?? | Mermaid | [ASW](http://en.wikipedia.org/wiki/Anti-submarine_warfare), maritime patrol and minelaying version of the Be-42/A-40. |
| [Ilyushin](http://en.wikipedia.org/wiki/Ilyushin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Il-38](http://en.wikipedia.org/wiki/Ilyushin_Il-38) | c.100 | 1971-date | May | Examples serving in Indian Navy. |
| [Myasishchev](http://en.wikipedia.org/wiki/Myasishchev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [3M/3MD](http://en.wikipedia.org/wiki/Myasishchev_M-4) "*Molot*" | 93 | 1956-late 1980s | Bison-B/C | Most survivors of this naval variant were later converted to Myasishchev 3MS-2 and 3MN-2 tankers. |
| [Sukhoi](http://en.wikipedia.org/wiki/Sukhoi) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Su-24MR](http://en.wikipedia.org/wiki/Sukhoi_Su-24) | 110+ | 1985-date | Fencer-E | Over 700 were built for the USSR, including at least 110 reconnaissance variants. |
| [Tupolev](http://en.wikipedia.org/wiki/Tupolev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Tu-16PL/R/RM/SP](http://en.wikipedia.org/wiki/Tupolev_Tu-16) | 1,507+ | ??-1994 | Badger-D/E/F | Maritime reconnaissance, ASW, and torpedo. |
| [Tu-95MR](http://en.wikipedia.org/wiki/Tupolev_Tu-95) | 12 | 1973?-date | Bear-E | \* |
| [Tu-142/Tu-142M](http://en.wikipedia.org/wiki/Tupolev_Tu-95) | - | 1972-date | Bear-F | ASW. |

**Airborne Early Warning and Control**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Airborne Early Warning and Control** | | | | |
| [Antonov](http://en.wikipedia.org/wiki/Antonov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [An-71](http://en.wikipedia.org/wiki/Antonov_An-71) | 3 | 1985-1991 | Madcap | Cancelled after fall of the Soviet Union |
| [Beriev](http://en.wikipedia.org/wiki/Beriev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [A-50](http://en.wikipedia.org/wiki/Beriev_A-50) "*Shmel*" | c.40 | 1986-date | Mainstay | AEW. Modified version of the Ilyushin IL-76 |
| [Ilyushin](http://en.wikipedia.org/wiki/Ilyushin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Il-18D/V](http://en.wikipedia.org/wiki/Ilyushin_Il-18) | 7+ | ??-?? | Coot-B | Airborne command post; at least 5 Il-18D and 2 Il-18V built. |
| [Il-18D-36](http://en.wikipedia.org/wiki/Ilyushin_Il-18) "*Bizon*" | 13+ | early 1970s-?? | Coot-B | Airborne command post. |
| [Il-22M-11](http://en.wikipedia.org/wiki/Ilyushin_Il-22) "*Zebra*" | 21+ | c.1987-date | Coot-B | Airborne command post. |
| [Il-76VKP](http://en.wikipedia.org/wiki/Ilyushin_Il-76) | 2 | early 1990s-date | - | aka "Il-82"; air command post. |
| [Il-86VKP](http://en.wikipedia.org/wiki/Ilyushin_Il-86) | 4+ | early 1990s-date | Maxdome | aka "Il-87 *Aimak*"; strategic airborne command post. |
| [Tupolev](http://en.wikipedia.org/wiki/Tupolev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Tu-126](http://en.wikipedia.org/wiki/Tupolev_Tu-114) | 8 | 1968-mid-1980s | Moss | 8 [Tu-114](http://en.wikipedia.org/wiki/Tupolev_Tu-114) airliners converted to AEW. |
| [Tu-142MR](http://en.wikipedia.org/wiki/Tupolev_Tu-142) | 10+ | 1980-date | Bear-J | [TACAMO](http://en.wikipedia.org/wiki/TACAMO) equivalent. |

**Electronic Combat**

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| **Electronic Combat** | | | | |
| [Antonov](http://en.wikipedia.org/wiki/Antonov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [An-12B-PP and An-12BK-IS/-PP/-PPS](http://en.wikipedia.org/wiki/Antonov_An-12) | > 150 | 1964-date | Cub-A/B/C/D | Over 150 [EW](http://en.wikipedia.org/wiki/Electronic_warfare) variants produced. |
| [An-26M](http://en.wikipedia.org/wiki/Antonov_An-26) | - | ??-?? | Curl | ELINT; 1398 An-26 built in all variants. |
| [An-26RM/RTR/RR](http://en.wikipedia.org/wiki/Antonov_An-26) | 42+ | ??-date | Curl-B | SIGINT/COMINT variants. |
| [Ilyushin](http://en.wikipedia.org/wiki/Ilyushin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Il-20RT](http://en.wikipedia.org/wiki/Ilyushin_Il-20) | - | 1978-date | Coot-A | ELINT variant. |
| [Mikoyan-Gurevich](http://en.wikipedia.org/wiki/Mikoyan) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [MiG-25RB](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-25) | - | ??-?? | Foxbat | ELINT variants; 1190 MiG-25 built in all variants, including the MiG-25PU and MiG-25RU conversion trainer variants. |
| [Sukhoi](http://en.wikipedia.org/wiki/Sukhoi) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Su-24MP](http://en.wikipedia.org/wiki/Sukhoi_Su-24) | 12-24 | early 1980s-date | Fencer-F | ELINT variant. |
| [Tupolev](http://en.wikipedia.org/wiki/Tupolev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Tu-16Ye/P/SPS and "*Elka*"](http://en.wikipedia.org/wiki/Tupolev_Tu-16) | - | ??-1994 | Badger-A/H/J/K/L | \* |
| [Tu-22P](http://en.wikipedia.org/wiki/Tupolev_Tu-22) | 47 | ??-?? | Blinder-E | \* |
| [Tu-22MR](http://en.wikipedia.org/wiki/Tupolev_Tu-22M) | 20+ | 1998?-date | Backfire | At least 20 converted to this variant. |
| [Tu-95RT](http://en.wikipedia.org/wiki/Tupolev_Tu-95) | 45 | 1967?-?? | Bear-D | \* |
| [Yakovlev](http://en.wikipedia.org/wiki/Yakovlev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Yak-28PP](http://en.wikipedia.org/wiki/Yakovlev_Yak-28) | 120+ | 1970-c.1992/94 | Brewer-E | Escort jammer variant. |

**Transport and Liaison**

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| **Transport and Liaison** | | | | |
| [Antonov](http://en.wikipedia.org/wiki/Antonov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [An-2](http://en.wikipedia.org/wiki/Antonov_An-2) "*Annushka*" | - | 1947-date | Colt | The USSR built over 5,000 of this utility biplane in all variants, but foreign production raised total to more than 17,000. |
| [An-8](http://en.wikipedia.org/wiki/Antonov_An-8) | 151 | 1956-2004 | Camp | \* |
| [An-10](http://en.wikipedia.org/wiki/Antonov_An-10) "*Ukraine*" | 108 | 1957-1972 | Cat | Turboprop passenger transport version of the simultaneously developed An-12 cargo. |
| [An-12](http://en.wikipedia.org/wiki/Antonov_An-12) | 1,253 | 1959-date | Cub | \* |
| [An-14](http://en.wikipedia.org/wiki/Antonov_An-14) "*Pchelka*" | c.300 | 1958-?? | Clod | Utility transport; most were built for [Aeroflot](http://en.wikipedia.org/wiki/Aeroflot), but a small quantity was supplied to the military. |
| [An-22](http://en.wikipedia.org/wiki/Antonov_An-22) "*Antei*" | 66 | 1967-date | Cock | World's largest turboprop aircraft – and world's largest aircraft prior to introduction of the [Lockheed C-5 Galaxy](http://en.wikipedia.org/wiki/Lockheed_C-5_Galaxy). |
| [An-24](http://en.wikipedia.org/wiki/Antonov_An-24) | c.1,465 | 1963-date | Coke | \* |
| [An-26](http://en.wikipedia.org/wiki/Antonov_An-26) | 1,398 | 1969-date | Curl | \* |
| [An-28](http://en.wikipedia.org/wiki/Antonov_An-28) | 191 | 1969-date | Cash | Turboprop transport aircraft, developed from the An-14M, it was license-built in Poland by PZL-Mielec-Mielec. |
| [An-30](http://en.wikipedia.org/wiki/Antonov_An-30) | 123 | ??-date | Clank | Development of the An-24 and An-26 equipped for aerial cartography. |
| [An-32](http://en.wikipedia.org/wiki/Antonov_An-32) | 357 | 1977-date | Cline | Basically a re-engined An-26. |
| [An-70](http://en.wikipedia.org/wiki/Antonov_An-70) | - | - | - | Russia and the Ukraine plan to order 164 and 65, respectively. |
| [An-72A](http://en.wikipedia.org/wiki/Antonov_An-72) "*Cheburashka*" | - | 1987-date | Coaler-C | Over 180 An-72 and An-74 built; production continues. |
| [An-74](http://en.wikipedia.org/wiki/Antonov_An-72) "*Cheburashka*" | - | 1991?-date | Coaler-B | Over 180 An-72 and An-74 built; production continues. |
| [An-124](http://en.wikipedia.org/wiki/Antonov_An-124) "*Ruslan*" | 56 | 1986-date | Condor | World's largest mass-produced aircraft. |
| [An-225](http://en.wikipedia.org/wiki/Antonov_An-225) "*Mriya*" | 1 | 1989-1990 | Cossack | 1 built (plus another unfinished); world's largest operational aircraft. Operated commercially since 2001. Antonov Bureau planning to rebuild unfinished frame, c. 2006 |
| [Ilyushin](http://en.wikipedia.org/wiki/Ilyushin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Il-12](http://en.wikipedia.org/wiki/Ilyushin_Il-12) | 663 | 1945-?? | Coach | Developed for Aeroflot, it also served Soviet Air Force and Chinese People's Liberation Army Air Force. |
| [Il-14](http://en.wikipedia.org/wiki/Ilyushin_Il-14) | > 1,000 | 1953-?? | Crate | Enhanced version of Il-12. Over 1,000 were built (perhaps more than 3,500). |
| [Il-18](http://en.wikipedia.org/wiki/Ilyushin_Il-18) | c.800 | 1965-?? | Coot | Approximately 25 have served as VIP transports. |
| [Il-62M](http://en.wikipedia.org/wiki/Ilyushin_Il-62) | > 270 | 1974-date | Classic | More than 270 Il-62 in all variants were built, of which at least 20 were acquired by the military. |
| [Il-76](http://en.wikipedia.org/wiki/Ilyushin_Il-76) | + 900 | 1978-date | Candid | More than 900 in all variants built. |
| [Il-86](http://en.wikipedia.org/wiki/Ilyushin_Il-86) | 103 | 1977-1994 | Camber | First Soviet widebody airliner. |
| [Il-96PU](http://en.wikipedia.org/wiki/Ilyushin_Il-96) | 2 | 2003-date | - | 1 Il-96-300 and 1 Il-96M converted in 2003 to serve as the Russian president's equivalent of "[Air Force One](http://en.wikipedia.org/wiki/Air_Force_One)". |
| [Il-112VT](http://en.wikipedia.org/wiki/Ilyushin_Il-112) | - | - | - | Selected in 2003 as new tactical transport; development to be completed in 2011; patrol and surveillance version also to be produced. |
| Lisunov | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Li-2](http://en.wikipedia.org/wiki/Lisunov_Li-2) | > 2,000 | - | Cab | License-built DC-3. |
| [Tupolev](http://en.wikipedia.org/wiki/Tupolev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Tu-104](http://en.wikipedia.org/wiki/Tupolev_Tu-104) | 200 | 1955-?? | Camel | Twin-engined medium-range turbojet-powered airliner, developed from Tu-16 bomber. Some also served as military transports. |
| [Tu-110](http://en.wikipedia.org/wiki/Tupolev_Tu-110) | 3 | 1957 | Cooker | Four-engined prototype version of the Tu-104, did not enter production. The only 3 built later served as Soviet Air Force flying testbeds. |
| [Tu-114](http://en.wikipedia.org/wiki/Tupolev_Tu-114) "*Rossiya*" | 31 | 1957-1975 | Cleat | Turboprop powered long-range airliner, developed from Tu-95 strategic bomber. Some also served as military transports. |
| [Tu-124](http://en.wikipedia.org/wiki/Tupolev_Tu-124) | 165 | 1960-?? | Cookpot | Short range twinjet airliner, developed from Tu-104. Some also served as military transports and navigation trainers (Tu-124Sh-1 and Sh-2). |
| [Tu-134](http://en.wikipedia.org/wiki/Tupolev_Tu-134) | - | ??-date | Crusty | 852 airliners delivered from 1966, with a few Tu-134BSh/UBL in military service to train Tu-22M and Tu-160 aircrews. |
| [Tu-154](http://en.wikipedia.org/wiki/Tupolev_Tu-154) | - | ??-2006 | Careless | More than 1,000 airliners delivered from 1972, and small numbers of Tu-154M have served as air force and naval VIP transports. |
| [Tu-204](http://en.wikipedia.org/wiki/Tupolev_Tu-204) | 68 | 1995-date | - | Including the [Tupolev Tu-214](http://en.wikipedia.org/wiki/Tupolev_Tu-214). |
| [Yakovlev](http://en.wikipedia.org/wiki/Yakovlev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Yak-6](http://en.wikipedia.org/wiki/Yakovlev_Yak-6) | 381 | 1942-1950 | Crib | Twin engined utility aircraft (used both as short range light bomber and transport). |
| [Yak-10](http://en.wikipedia.org/wiki/Yakovlev_Yak-10) | 40(?) | 1945-1947 | Crow | Originally designated Yak-14. |
| [Yak-12](http://en.wikipedia.org/wiki/Yakovlev_Yak-12) | 3,801 | 1947-?? | Creek | Evolution of Yak-10. |
| [Yak-14](http://en.wikipedia.org/wiki/Yakovlev_Yak-14) | 413 | 1948-?? | None | Medium transport military glider. |
| [Yak-16](http://en.wikipedia.org/wiki/Yakovlev_Yak-16) | - | 1948-?? | Cork | Civil transport. Some also served as military trainers and liaison aircraft. |
| [Yak-40](http://en.wikipedia.org/wiki/Yakovlev_Yak-40) | - | 1968-date | Codling | More than 1,000 built, including a few dozen for the military. |
| [Yak-42](http://en.wikipedia.org/wiki/Yakovlev_Yak-42) | - | 1980-date | Clobber | Mid-range passenger jet designed as a replacement of the Tu-134. Some also served as military transports. |

**Tankers**

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| --- | --- | --- | --- | --- |
| **Tankers** | | | | |
| [Ilyushin](http://en.wikipedia.org/wiki/Ilyushin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Il-76MDK](http://en.wikipedia.org/wiki/Ilyushin_Il-76) | - | - | - | Planned tanker conversion of Il-76MD transports to similar standard as Il-78M 'Midas' (not to be confused with earlier Il-76MDK cosmonaut weightlessness trainer). |
| [Il-78/Il-78M](http://en.wikipedia.org/wiki/Ilyushin_Il-78) | up to 30 | c.1989-date | Midas | Tanker conversion of Il-76MD transport; perhaps 30 produced. |
| [Myasishchev](http://en.wikipedia.org/wiki/Myasishchev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [3MS-2/3MN-2](http://en.wikipedia.org/wiki/Myasishchev_M-4) "*Molot*" | - | ??-1994? | Bison | Tanker conversion of the naval Myasishchev 3M bomber; 93 built of all Bison variants. |
| [M-4-2](http://en.wikipedia.org/wiki/Myasishchev_M-4) "*Molot*" | - | ??-1994 | Bison | Tanker conversion of the Myasishchev M-4 bomber; 93 built of all Bison variants. |
| [Tupolev](http://en.wikipedia.org/wiki/Tupolev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Tu-16D/N/Z](http://en.wikipedia.org/wiki/Tupolev_Tu-16) | - | ??-1996 | Badger-A | More than 1,507 Tu-16 built in all variants. |

**Trainers**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Trainers** | | | | |
| [Aero](http://en.wikipedia.org/wiki/Aero_Vodochody) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [L-29](http://en.wikipedia.org/wiki/Aero_L-29) "*Delphin*" | > 2,000 | 1963-date? | Maya | Over 2000 of this Czechoslovak-designed jet trainer were delivered to the USSR. |
| [L-39](http://en.wikipedia.org/wiki/Aero_L-39) "*Albatros*" | - | 1972-date | None | \* |
| [Ilyushin](http://en.wikipedia.org/wiki/Ilyushin) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Il-28U](http://en.wikipedia.org/wiki/Ilyushin_Il-28) | - | ??-1980s | Mascot | \* |
| [Mikoyan-Gurevich](http://en.wikipedia.org/wiki/Mikoyan) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [MiG-15UTI](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-15) | - | ??-1970s | Midget | \* |
| [MiG-21U](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-21) | - | 1962-date | Mongol | \* |
| [Sukhoi](http://en.wikipedia.org/wiki/Sukhoi) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Su-7U](http://en.wikipedia.org/wiki/Sukhoi_Su-7) | - | ??-1980s | Moujik | \* |
| [Su-9U](http://en.wikipedia.org/wiki/Sukhoi_Su-9) | c.50 | 1962-1970s | Maiden | \* |
| [Su-11U](http://en.wikipedia.org/wiki/Sukhoi_Su-11) | - | ??-1983 | Maiden | \* |
| [Yakovlev](http://en.wikipedia.org/wiki/Yakovlev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [UT-2](http://en.wikipedia.org/wiki/Yakovlev_UT-2) | 7,243 | 1937-1950s | Mink | Standard Soviet basic trainer during WWII. |
| [Yak-7U](http://en.wikipedia.org/wiki/Yakovlev_Yak-7) | 6,399 | ??-?? | Mark | \* |
| [Yak-11](http://en.wikipedia.org/wiki/Yakovlev_Yak-11) | 4,566 | 1946-1962 | Moose | \* |
| [Yak-17UTI](http://en.wikipedia.org/wiki/Yakovlev_Yak-17) | c.430 | ??-?? | Magnet | Variants include the Yak-17UTI 'Magnet' conversion trainer. |
| [Yak-18](http://en.wikipedia.org/wiki/Yakovlev_Yak-18) | > 9,000 | 1946-date | Max | Over 9,000 have been built to date. |
| [Yak-28U](http://en.wikipedia.org/wiki/Yakovlev_Yak-28) | - | ??-c.1992/94 | Maestro | About 700 Yak-28 built in all variants. |
| [Yak-30](http://en.wikipedia.org/wiki/Yakovlev_Yak-30_(1960)) | 4 | - | Magnum | Four prototypes produced in 1960. Beaten by the Czechoslovak L-29 *Delfin* in the 1960 Warsaw Pact multi-purpose jet trainer aircraft competition. |
| [Yak-52](http://en.wikipedia.org/wiki/Yakovlev_Yak-52) | c.1,800 | 1976-date | None | \* |
| [Yak-130](http://en.wikipedia.org/wiki/Yakovlev_Yak-130) | - | - | Mitten | Selected in 2002 as new advanced jet trainer; 200 required with deliveries to begin 2006-2008; Yak-133 light attack version under consideration, with possible reconnaissance and EW variants. |

**Helicopters**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Helicopters** | | | | |
| [Kamov](http://en.wikipedia.org/wiki/Kamov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Ka-15/Ka-18](http://en.wikipedia.org/wiki/Kamov_Ka-15) | - | - | Hen | \* |
| [Ka-20](http://en.wikipedia.org/wiki/Kamov_Ka-20) | - | - | Harp | \* |
| [Ka-22](http://en.wikipedia.org/wiki/Kamov_Ka-22) "*Vintokryl*" | - | - | Hoop | \* |
| [Ka-25](http://en.wikipedia.org/wiki/Kamov_Ka-25) | 140 | 1966?-date | Hormone | Soviet navy received 140 built in all variants. |
| [Ka-26](http://en.wikipedia.org/wiki/Kamov_Ka-26) | 816+ | 1970-?? | Hoodlum-A | Production quantity includes military and civilian examples. |
| [Ka-226](http://en.wikipedia.org/wiki/Kamov_Ka-226) "*Sergei*" | (c.10) | - | Hoodlum-C | About 10 on order for Russian navy. |
| [Ka-27/Ka-29](http://en.wikipedia.org/wiki/Kamov_Ka-27) | 267 | 1982-date | Helix | 267 built in all variants, with 59 being the Ka-29 troop transport variant. |
| [Ka-31](http://en.wikipedia.org/wiki/Kamov_Ka-31) | - | ??? 2003 | Helix 'B' | Naval Versions - Airborne Surveillance Platform |
| [Ka-32](http://en.wikipedia.org/wiki/Kamov_Ka-32) | 170+ | 1981 (prototype) - in production c.2006 | Helix 'C' | Based upon the military Ka-27 and with multiple variants. Ka 32T-general purpose, Ka 32S-IFR equipped maritime support and Ka 32K0-flying crane |
| [Ka-50](http://en.wikipedia.org/wiki/Kamov_Ka-50) "*Chernaya Akula*" | 8 | - | Hokum-A | 8 pre-series models delivered 1996-2000; production recommenced in 2006. |
| [Ka-52](http://en.wikipedia.org/wiki/Kamov_Ka-52) | (12) | - | - | Sometimes mis-identified as the Ka-136; 12 on order for the Russian air force. |
| [Mil](http://en.wikipedia.org/wiki/Mil_Moscow_Helicopter_Plant) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Mi-1](http://en.wikipedia.org/wiki/Mil_Mi-1) | < 1,800 | 1951-?? | Hare | Up to 1,800 built in the USSR before production was transferred to Poland's [PZL](http://en.wikipedia.org/wiki/PZL). |
| [Mi-2](http://en.wikipedia.org/wiki/Mil_Mi-2) | > 5,250 | 1965-date | Hoplite | Over 5,250 built for military and civilian users. |
| [Mi-4](http://en.wikipedia.org/wiki/Mil_Mi-4) | < 3,500 | 1953-?? | Hound | Production quantity includes examples built for military and civil use. |
| [Mi-6/Mi-22](http://en.wikipedia.org/wiki/Mil_Mi-6) | c.860 | c.1960/61-date | Hook | Produced for military and civil use. |
| [Mi-8](http://en.wikipedia.org/wiki/Mil_Mi-8) | > 17,000 | 1967-date | Hip | More than 17,000 built in all variants, including the Mi-17 (see below). |
| [Mi-9/Mi-19](http://en.wikipedia.org/wiki/Mil_Mi-9) | - | 1977-date | Hip-G/? | Airborne command post variants of the Mi-8/Mi-17, respectively. |
| [Mi-10](http://en.wikipedia.org/wiki/Mil_Mi-10) | 55+ | 1963-date | Harke | Currently in use by Russian Operator, NPO-Vzylot |
| [Mi-14](http://en.wikipedia.org/wiki/Mil_Mi-14) | c.75-100 | 1975-date | Haze | "Amphibious" helicopter (capable of landing on water); probably some 75-100 built. |
| [Mi-17](http://en.wikipedia.org/wiki/Mil_Mi-17) | > 17,000 | 1977-date | Hip-H | aka "Mi-8M"; more than 17,000 built in all variants, including the Mi-8 (see above). |
| [Mi-24](http://en.wikipedia.org/wiki/Mil_Mi-24) "*Krokodil*" | > 5,200 | 1973-date | Hind | Attack helicopter. Possibly the most successful attack helicopter of its type. Variants include, A, D, P, V. Mil Mi-24V Hind E version also referred to as Mil Mi-35 |
| [Mi-26](http://en.wikipedia.org/wiki/Mil_Mi-26) | c.300 | 1982-date | Halo | World's heaviest helicopter. |
| [Mi-28](http://en.wikipedia.org/wiki/Mil_Mi-28) | (50) | - | Havoc | Russia plans to acquire 50 Mi-28N 'Havoc-B' by 2010; productions deliveries began in 2004 and expected to enter service in 2006. |
| [Mi-34](http://en.wikipedia.org/wiki/Mil_Mi-34) | - | - | Hermit | Could be procured to replace Mi-2 trainers. |
| [Mi-38](http://en.wikipedia.org/wiki/Mil_Mi-38) | - | - | - | Prototype cargo helicopter intended to replace Mi-6 and Mi-8/17. |
| [Yakovlev](http://en.wikipedia.org/wiki/Yakovlev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Yak-24](http://en.wikipedia.org/wiki/Yakovlev_Yak-24) | c.100 | 1952-?? | Horse | \* |

**Experimental**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Experimental** | | | | |
| [Antonov](http://en.wikipedia.org/wiki/Antonov) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [An-74 AEW](http://en.wikipedia.org/wiki/Antonov_An-74) | 1 | - | Madcap | aka "An-71"; cancelled prototype AEW variant of the 1980s. |
| [Beriev](http://en.wikipedia.org/wiki/Beriev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [A-60](http://en.wikipedia.org/wiki/Beriev_A-60) | 2 | - | - | Experimental Il-76MD-based aircraft armed with a laser weapon; first flew with laser in 1983, but was written off after a ground fire in 1988; a second prototype languished for lack of funding until it flew in 2002; current status unknown. |
| Bisnovat | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Bisnovat 5](http://en.wikipedia.org/wiki/Bisnovat_5) | 2 | - | - | 2 prototype rocket-powered, high-speed research aircraft; flew 1948-1949 before program was abandoned. |
| [Mikoyan-Gurevich / Mikoyan](http://en.wikipedia.org/wiki/Mikoyan) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [I-270](http://en.wikipedia.org/wiki/Mikoyan-Gurevich_I-270) | 2 | - | None | 2 prototype rocket-powered interceptor aircraft developed in 1945 for the point-defense role, but both crashed and the program was cancelled. |
| [MiG 1.44](http://en.wikipedia.org/wiki/Mikoyan_Project_1.44) | 1 | - | Flatpack | Fighter technology demonstrator. |
| [Mil](http://en.wikipedia.org/wiki/Mil_Moscow_Helicopter_Plant) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Mi-12](http://en.wikipedia.org/wiki/Mil_V-12) | 2 | - | Homer | Only 2 prototypes built of this late-1960s tail-rotor-less design; world's largest helicopter. |
| [Myasishchev](http://en.wikipedia.org/wiki/Myasishchev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [M-50/M-52](http://en.wikipedia.org/wiki/Myasishchev_M-50) | 2 | - | Bounder | 1 prototype of each supersonic intercontinental bomber was built and flown before the program was cancelled in 1960. |
| OKB-1 | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [EF 140](http://en.wikipedia.org/wiki/OKB-1_EF_140) | 1 | - | - | Prototype bomber and reconnaissance aircraft developed in the Soviet Union by captured German engineers from the [Junkers](http://en.wikipedia.org/wiki/Junkers_(Aircraft)) factory; 1 prototype produced and flown in 1949. |
| [Sukhoi](http://en.wikipedia.org/wiki/Sukhoi) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Su-47](http://en.wikipedia.org/wiki/Sukhoi_Su-47) "*Berkut*" | 1 | - | Firkin | Forward-swept wing technology demonstrator; formerly designated S-37. |
| [T-4](http://en.wikipedia.org/wiki/Sukhoi_T-4) | 1 | - | - | A supersonic reconnaissance-strike aircraft, with a secondary interceptor role; similar to the [North American B-70 Valkyrie](http://en.wikipedia.org/wiki/XB-70_Valkyrie); only 1 prototype flew before the program was canceled ca. 1974-1975. |
| [Tupolev](http://en.wikipedia.org/wiki/Tupolev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [I-12](http://en.wikipedia.org/wiki/Tupolev_I-12) | 1 | - | - | An attack fighter armed with two [recoilless 76 mm cannons](http://en.wikipedia.org/wiki/Recoilless_rifle) incorporated in its two hollow tail booms; a single prototype was built in 1931. |
| [Yakovlev](http://en.wikipedia.org/wiki/Yakovlev) | | | | |
| **Designation** | **Total** | **In Service** | **NATO Name** | **Remarks** |
| [Yak-36](http://en.wikipedia.org/wiki/Yakovlev_Yak-36) | 4 | - | Freehand | Experimental supersonic multirole [VTOL](http://en.wikipedia.org/wiki/VTOL) aircraft of the 1960s; 4 built, but only 2 as flying prototypes; led to the Yak-38 'Forger'. |
| [Yak-141](http://en.wikipedia.org/wiki/Yakovlev_Yak-141) | 4 | - | Freestyle | Technology demonstrator for a multirole [VTOL](http://en.wikipedia.org/wiki/VTOL) aircraft; 4 built, but only 2 as flying prototypes; program cancelled in 1991 due to lack of funds. |

**See also**

* [USSR military aircraft designation systems](http://en.wikipedia.org/wiki/USSR_military_aircraft_designation_systems)
* [List of aircraft](http://en.wikipedia.org/wiki/List_of_aircraft)
* [List of Russian aerospace engineers](http://en.wikipedia.org/wiki/List_of_Russian_aerospace_engineers)
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