

УДК 94(477):930:[358:4+623.7] «2022/2024»

KHARUK A. I.

<https://orcid.org/0000-0003-3459-1657>

MELNYK V. V.

<https://orcid.org/0000-0001-6869-4828>

<https://doi.org/10.33577/2313-5603.45.2026.166-180>

COVERAGE OF MILITARY-TECHNICAL ASSISTANCE TO UKRAINE IN THE FIELD OF AVIATION IN AIR FORCES MONTHLY AND COMBAT AIRCRAFT JOURNAL (2022 – 2024)

The article examines publications devoted to the provision of military-technical assistance to Ukraine by partner countries that appeared in *Air Forces Monthly* and *Combat Aircraft Journal* between 2022 and 2024. The analysis focuses on coverage of the transfer of crewed aircraft and helicopters. As the study demonstrates, issues related to military-technical assistance to Ukraine remained consistently in the focus of these periodicals. During the period under review, nearly 40 items addressing this topic were published in their pages. These included both short informational reports and more extensive analytical articles by Vladimir Trendafilovski, Babak Taghvaei, Tim Ripley, and Khaleb Chapman.

Primary attention was devoted to the transfer of combat aircraft. In particular, during 2023 – 2024 the process of transferring F-16 fighters was continuously monitored—from the adoption of initial political decisions to the combat debut of these aircraft within the Ukrainian Air Force. Experts analysed tactical aspects of their employment, armament, and onboard systems. Considerable attention was also paid to the transfer of Soviet-origin aircraft (MiG-29 and Su-25) and to preparations for the transfer of French Mirage 2000-5F fighters. Of particular interest, in our view, is the fact that the analysed periodicals also covered unrealised plans and initiatives concerning the transfer of aviation equipment (Typhoon, F/A-18, MRH-90). Appropriate attention was likewise devoted to the transfer to Ukraine of helicopters of various roles as well as auxiliary aircraft.

The materials examined may be used in historical research in several respects. On the one hand, they make it possible to reconstruct the chronology of military-technical assistance, from the discussion and adoption of decisions on transferring specific types of aircraft or helicopters. On the other hand, the articles contain expert assessments by foreign specialists regarding the aircraft and helicopters delivered to Ukraine and the specific features of their employment.

Keywords: military-technical assistance, Ukrainian Air Force, War for Ukraine's Independence, fighter aircraft, helicopter.

Харук Андрій Іванович, доктор історичних наук, професор, професор кафедри історії, Національна академія сухопутних військ імені гетьмана Петра Сагайдачного, м. Львів.

Мельник Володимир Васильович, доктор філософії, заступник начальника кафедри тактико-спеціальних дисциплін, Національна академія сухопутних військ імені гетьмана Петра Сагайдачного, м. Львів.

© Харук А. І., Мельник В. В., 2026.

Стаття поширюється на умовах ліцензії CC BY 4.0

ISSN 2313-5603

Problem statement and relevance. The War for Ukraine's Independence, which began in February 2014, has attracted sustained attention from foreign scholars in both military and humanitarian fields. Research activity intensified particularly after the start of the large-scale invasion by Russian forces on 24 February 2022. Among the range of issues addressed in foreign periodicals, a prominent place is occupied by questions of military-technical assistance to Ukraine, including in the field of aviation. In this context, specialised aviation magazines deserve particular attention, notably the widely circulated *Air Forces Monthly* and *Combat Aircraft Journal*. The study of these publications makes it possible to adopt a broader perspective on the problem of military-technical assistance and to assess it from the standpoint of the foreign expert community.

Analysis of previous research and publications. The issue of coverage of the War for Ukraine's Independence in foreign periodicals has been addressed in a number of studies. These are dominated by works devoted to representations of the course of the Russo-Ukrainian war and combat operations in the periodical press of particular countries, both in general-interest publications (e.g., *Simashova, 2024; Melnyk, 2023*) and in specialised military journals (notably *Skorych & Kharuk, 2022; Kharuk, 2024*). Issues related to the coverage of military-technical assistance have been addressed in some studies, with an emphasis on specific publications in individual countries (e.g., *Nadruga, Turchak & Tenytskyi, 2025*). However, the content of *Air Forces Monthly* and *Combat Aircraft Journal* with regard to their coverage of events of the War for Ukraine's Independence has been analysed in only two publications, both devoted to the events of 2014 (*Kharuk, 2015; Kharuk, 2016*).

Purpose and objectives of the study. The purpose of this article is to examine the content of *Air Forces Monthly* and *Combat Aircraft Journal* with regard to their coverage of military-technical assistance to Ukraine provided by partner countries, and to identify the principal themes and trends in this coverage.

Presentation of the main research material. The English-language monthly magazines *Air Forces Monthly* and *Combat Aircraft Journal* are published by Key Publishing. Both periodicals are devoted to military aviation primarily from an organisational perspective; that is, they address issues related to the current structure of military aviation in various countries, changes in aircraft inventories, and participation in combat operations. Questions of technical equipment, aircraft

performance characteristics, and aviation weapons systems are addressed only tangentially. The content of the two magazines does not duplicate itself, as they are oriented toward different readerships. *Combat Aircraft Journal* is positioned as “America’s best-selling military aviation magazine,” and its content is therefore primarily aimed at a U.S. audience. Accordingly, the main focus is placed on U.S. military aviation, while the rest of the world receives comparatively less attention. *Air Forces Monthly*, defined by the publisher as “officially the world’s number one authority on military aviation,” is more “international” in its selection of material. As a result, articles related to Ukraine appear more frequently in AFM, although they are also present in *Combat Aircraft Journal*. The editorial stance of both magazines is clearly pro-Ukrainian. Evidence of this includes, in particular, the editor-in-chief’s column published in the May issue of AFM, devoted to the blocking of U.S. assistance to Ukraine by the Senate, with the telling headline *Ukraine must be supported* (Warnes, 2024).

In this study, we depart from a strictly chronological approach and instead adopt a problem-oriented perspective. Undoubtedly, the key theme related to military-technical assistance to Ukraine concerns the transfer and combat employment of F-16 fighter aircraft. The first article on this topic appeared in AFM in April 2023; thus, the debate surrounding Ukraine’s request for such aircraft, which had been ongoing since spring 2022, largely passed unnoticed in these publications. J. Lake’s article bears the expressive title “*F-16s for Ukraine: Panacea or Distraction?*” (Lake, 2023). The author presents the arguments of proponents of transferring these aircraft to Ukraine, emphasising three main points: first, that F-16s armed with AIM-120D AMRAAM air-to-air missiles would be able to force Russian aircraft to keep their distance from the frontline; second, that if equipped with LANTIRN, Litening, or Sniper targeting pods, F-16s would be capable of delivering effective precision strikes against ground targets; and third, that this aircraft type represents the most realistic option for Ukraine in terms of availability, maintenance, and personnel training programmes (Lake, 2023: 44).

Possible sources of second-hand F-16s are analysed, including both realistic options (Belgium, Denmark, the Netherlands, Norway) and less likely ones (Portugal, Greece, Turkey), as well as even exotic possibilities (Jordan). Notably, the United States – which possesses the largest F-16 fleet and a significant number of stored aircraft – is not considered as a potential supplier. Lake attributes this to the extremely cautious policy of the Biden administration regarding the transfer of

weapons to Ukraine. Among alternatives to the F-16, the author mentions the Swedish Gripen C/D, the French Rafale, and the British Typhoon T.1. Focusing in more detail on the latter option, he notes that the Royal Air Force planned to withdraw 26 aircraft of this early, trainer-combat variant from active service. These aircraft are optimised for air-to-air combat and have limited air-to-ground capabilities. Lake goes so far in his reasoning as to suggest the creation of a joint British-Ukrainian squadron to operate the Typhoon T.1, referring to the experience of the joint British-Qatari squadron (*Lake, 2023: 49*).

A significant portion of Lake's article is devoted to sceptical assessments of the potential of the F-16 in the Russo-Ukrainian war. It should be noted that these assessments are largely speculative in nature, as the article was written long before the Ukrainian Air Force received its first F-16s. According to the author, the aircraft's capabilities in the role of close air support would be severely limited by the presence of a strong Russian air-defence system near the frontline, including Tor, Buk, and S-400 surface-to-air missile systems, as well as numerous short-range air-defence assets. Furthermore, F-16s would not be able to solve the problem of strengthening Ukraine's air defence, as the characteristics of their radars and air-to-air missiles would not allow them to effectively counter Russian Su-35 and MiG-31 fighters. The key to successful employment of the F-16 in the Russo-Ukrainian war, the author argues, could lie in their close integration with electronic warfare assets and long-range surface-to-air missile systems (*Lake, 2023: 47–48*).

The publications analysed reflect in considerable detail the chronology of the F-16 transfer process, beginning with the first mention of Ukraine's official request to the Netherlands for such aircraft on 9 February 2023. At the same time, hopes were expressed that the Biden administration would allow Lockheed Martin to provide maintenance support for these aircraft (*Ukraine asks..., 2023*). The transfer of F-16s by European NATO countries was impossible without U.S. authorisation and support. This is reflected, inter alia, in an article by K. Chapman, who analyses the legal aspects of the transfer as well as U.S. involvement in technical support and personnel training (*Chapman, 2023b*).

The granting of U.S. approval unlocked the process of practical aircraft transfers. On 20 August 2023, Denmark (19 aircraft) and the Netherlands (up to 42 aircraft) confirmed their plans to supply F-16s to

Ukraine. These announcements were commented upon by V. Trendafilovski, who emphasised that although the transfer of these fighters to Ukraine had finally received a green light, the key issue remained the speed at which the aircraft would actually be delivered. He also examined issues related to personnel training, particularly pilot training. After analysing various factors, Trendafilovski concluded that F-16s were unlikely to arrive in Ukraine before the first quarter of 2024 (*Trendafilovski, 2023b*).

In October 2023, Belgium also joined the group of countries prepared to transfer its F-16s to Ukraine. However, the Belgian prime minister stated that these plans could not be implemented before 2025. Experts linked this timeline to the ongoing re-equipment of the Belgian Air Force with F-35A aircraft. At the same time, it was emphasised that Belgium joined the international coalition for training Ukrainian F-16 pilots in September 2023, and that Belgian companies would participate in the technical support of these aircraft (*Belgium to send..., 2023*).

Overall, considerable attention in the analysed publications was devoted to the training of Ukrainian pilots and ground personnel for the F-16. This is entirely understandable, as these aircraft were to become the first Western-built fighters in the Ukrainian Air Force, and their maintenance and combat employment were based on principles fundamentally different from those of Soviet-designed equipment. To ensure adequate training, the countries participating in the “fighter coalition” established a dedicated training centre in Romania. Measures related to its creation, including the transfer of aircraft by the Netherlands, as well as other pilot training programmes for Ukraine (in the United Kingdom and the United States), were covered in an article by V. Trendafilovski (*Trendafilovski, 2024a*). At the end of December 2023, training of Ukrainian F-16 pilots began in Denmark, which was reflected in a brief article in *Combat Aircraft Journal* (*Trendafilovski, 2024b*).

In September 2024, publications appeared confirming the combat debut of Ukrainian F-16s (*Ukraine’s first..., 2024*). Issues related to optimal methods of employing F-16s in Ukraine continued to be discussed by experts even after the transfer of these aircraft had become a fait accompli. Indicative in this regard is T. Ripley’s article “F-16S OVER UKRAINE. A WINNER?” (*Ripley, 2024*). The author emphasises that since the very beginning of Russia’s full-scale invasion, Ukrainian combat aviation has operated under conditions of a tenfold quantitative superiority of Russian aircraft. This has forced

Ukrainian pilots to resort to practices that Ripley describes as “guerrilla tactics” (Ripley, 2024: 31). The arrival of F-16s – of which Ukraine is expected to receive around 80 at most optimistic estimates – will not compensate for Russia’s numerical advantage. Therefore, according to Ripley, the Ukrainian Air Force will need to develop innovative tactics in order to exploit the combat potential of the F-16 to the fullest extent.

Among the recommendations proposed by the author is the establishment of refuelling airfields for F-16s in eastern Ukraine. This is considered necessary due to the relatively limited combat radius of these aircraft and the requirement for their permanent basing in the western part of the country, which is safer in terms of Russian missile strikes. Ripley also stresses the need to create an integrated information environment in which F-16s would operate with support from ground-based and airborne AEW, ELINT, and SIGINT assets (Ripley, 2024: 32–33).

In an article by V. Trendafilovski, it is stated that the first F-16s arrived in Ukraine in early July 2024, and that by 4 August, according to unofficial data, ten such aircraft had been received: four from Denmark, four from the Netherlands, and two from the United States. In the latter case, the aircraft were reportedly non-flyable and were most likely transferred as sources of spare parts. Based on the first publicly released photographs, the author analyses the range of weapons employed by Ukrainian F-16s. He also describes the first known instance of their combat use – on 26 August 2024, during the repulse of what was at that time the largest combined Russian attack involving missiles and drones. The first loss of an aircraft of this type, which occurred during the same engagement, is also mentioned. Trendafilovski emphasises that at the time of writing, the cause of the loss of the aircraft and pilot had not been officially disclosed, but he identifies three possible explanations: pilot error, technical malfunction, or friendly fire (Trendafilovski, 2024d).

In another article by the same author, devoted to the results of the summer campaign, the composition of onboard systems and armament of Ukrainian F-16s is analysed in greater detail. Trendafilovski also stresses that the lack of AEW&C aircraft in the Ukrainian Air Force negatively affects the situational awareness of F-16 pilots and forces them to rely on “hit-and-run” tactics. According to his estimates, by the end of 2024 Ukraine was expected to receive 24 F-16 fighters. This would be sufficient to equip two squadrons, corresponding to the authorised strength of a Ukrainian tactical aviation brigade. However,

Trendafilovski believes that these aircraft would not be concentrated within a single brigade but instead distributed among different units (*Trendafilovski, 2024e: 37*).

Alongside the F-16, other types of Western-built combat aircraft also featured in public discourse, the transfer of which to Ukraine was discussed but, for various reasons, not implemented. In particular, in mid-2023 information emerged regarding a Ukrainian request to the Australian government for the possible transfer of up to 41 F/A-18 fighters that had been withdrawn from service in 2021 (*Ukraine eyes..., 2023*). On 6 October 2023, the Swedish prime minister announced that the possibility of transferring used JAS 39C/D Gripen fighters to Ukraine was under consideration. Experts emphasised that such a transfer would depend on two key factors: the completion of Sweden's accession to NATO and the achievement of political consensus within the Swedish parliamentary coalition (*Ukraine to gain..., 2023*). The issue of a potential Swedish transfer of Gripen aircraft resurfaced in July 2024, when statements by the Ukrainian side were discussed regarding the advisability of postponing the transfer of Swedish aircraft due to potential difficulties associated with the simultaneous introduction of two different types of Western-origin fighters. This position was also supported by the Swedish foreign minister (*Ukraine pushing..., 2024*).

The second type of Western-built combat aircraft received by Ukraine after the F-16 was the French Mirage 2000-5F. In an article by B. Taghvaei published in August 2024, it is noted that the French government initially proposed the transfer of nine single-seat Mirage 2000C fighters and three two-seat Mirage 2000B trainer-fighters. However, the Ukrainian side rejected this offer, considering these aircraft outdated and incapable of effectively countering Russian fighters. In 2023, France proposed instead the transfer of eight more modern Mirage 2000-5F fighters and four Mirage 2000B aircraft, with deliveries beginning in 2024. This proposal was accepted by Ukraine. It was also noted that Ukraine could potentially receive up to 24 Mirage 2000-5F aircraft and that pilot training for these fighters was already underway (*Taghvaei, 2024a*). Toward the end of the year, confirmation appeared that the Ukrainian Air Force would receive its first Mirage 2000-5F aircraft in the first quarter of 2025 (*Ukraine to gain French..., 2024*).

Prior to the delivery of the first Western-manufactured fighter aircraft, the only means of compensating losses for the Ukrainian Air Force consisted in the transfer of Soviet-origin combat aircraft

operated by countries supportive of Ukraine. Early publications on this issue noted that “...there are only three European nations that can realistically support additional fighters for Ukraine: Bulgaria, Poland and Slovakia. All three nations operate the Soviet-era MiG-29” (*Chapman, 2022: 25*). The same source referred to a statement by the Prime Minister of Slovakia on 11 April 2022 expressing the intention to transfer Slovak MiG-29s to Ukraine (only three of the eleven aircraft were airworthy at that time). This transfer was conditional upon allied air policing of Slovak airspace. Another article cited a statement by the Prime Minister of Poland on 8 March 2022 declaring readiness to immediately transfer all Polish MiG-29s provided they were replaced with aircraft of comparable capability. The author suggested that this referred to second-hand F-16s from the United States (*Thomas, 2022: 25*).

The transfer of MiG-29s to Ukraine entered a practical phase in early 2023. One publication reported that the first four Slovak aircraft of this type arrived in Ukraine on 23 March, and that a total of 13 MiG-29s were planned for transfer – ten airworthy aircraft and three intended for spare parts. It was also noted that the first four Polish MiG-29s were expected to arrive within four to six weeks following a statement by the Polish Minister of Defence on 14 March 2023 (*Głowacki, 2023*). An article in the September 2024 issue of *Combat Aircraft Journal* stated that Poland transferred a total of 14 MiG-29 fighters to Ukraine in 2023 and was prepared to provide a similar number in the future. However, this prospect was linked to Poland’s forthcoming receipt of F-35A fighters (*Poland to send..., 2024*).

In addition to MiG-29s, Ukraine also received other Soviet-origin aircraft, namely Su-25 ground-attack aircraft. I. Bozinovski reported on the transfer by North Macedonia of four such aircraft, which became known in August 2022. It was emphasized that these aircraft had originally been supplied by Ukraine in the early 2000s and had not been operated since 2005, having remained in long-term storage (*Bozinovski, 2022*). Later, in a November article devoted to Ukrainian attack aviation and its role in repelling Russian aggression, specific data on the Su-25s transferred by North Macedonia were provided (*Trendafilovski, 2022b: 46*). Publications also noted that these aircraft from North Macedonia were the only combat aircraft received by Ukraine in 2022 (*Trendafilovski, 2023a: 36*).

An exceptionally important step in strengthening the capabilities of the Ukrainian Air Force was the transfer of two AEW&C S 100D

Argus aircraft, announced by the Swedish government on 29 May 2024. An article published in *Air Forces Monthly* emphasized that such aircraft would significantly enhance Ukraine's ability to counter Russian air attacks. It was also noted that the S 100D is compatible with the F-16AM/BM fighters that were likewise being prepared for transfer to Ukraine (*Ukraine to gain Swedish...*, 2024).

Auxiliary aircraft were transferred to Ukraine in much smaller numbers than combat aircraft. In practice, the only such episode was the transfer by Croatia in June 2024 of two An-32B military transport aircraft. The publication covering this event stated that the aircraft were manufactured in Kyiv in 1991 and 1993 and had served in the Croatian Air Force since 1995. In Ukraine, the An-32Bs were assigned to the Special Aviation Unit of the State Emergency Service. This decision was logical, as this unit was the only state structure already operating An-32 aircraft (*Trendafilovski, 2024c*).

An important component of military-technical assistance was the supply of helicopters of various types and roles to Ukraine. The first mention appeared in June 2022 in *Air Forces Monthly* in a short note on the inclusion of 11 Mi-17 helicopters in a new U.S. military aid package. It was suggested that these were aircraft originally intended for the Afghan National Army and stored at Davis-Monthan Air Force Base (*US \$800 mln Ukraine...*, 2022). In an *Air Forces Monthly* article, V. Trendafilovski emphasized that Ukraine had already received five former Afghan Mi-17V-5 helicopters in March 2022, which had been undergoing overhaul in Ukraine since 2021 (*Trendafilovski, 2022: 50*). One of the first countries to transfer helicopters to Ukraine was Latvia. On 15 August 2022, the Latvian Minister of Defence announced the transfer of two Mi-8MTV-1 and two Mi-2MSB helicopters, noting that the latter would be used for medical evacuation. This fact was reflected in *Combat Aircraft Journal* (*Latvia Mi-2s...*, 2022).

Another type of Soviet-origin helicopter supplied to Ukraine consisted of Mi-24/35 attack helicopters. In July 2022, information appeared on the planned transfer of such helicopters by the Czech Republic, including an assessment of the quantitative and qualitative composition of the Czech Mi-24/35 fleet (*Warnes, 2022*).

In the March 2023 issue of *Air Forces Monthly*, V. Trendafilovski summarized helicopter deliveries during the previous year. According to his calculations, Ukraine received 20 Mi-17 helicopters from the United States, four Mi-17s and one Mi-2 from Slovakia, two Mi-17s

and two Mi-2s from Latvia, and at least two Mi-35s from the Czech Republic. He also noted that in January 2023 the transfer of two Mi-8s from Lithuania and 14 Mi-8/17s from Croatia had been announced. The author emphasized that most of these helicopters likely entered army aviation to compensate for losses, while not excluding that some were transferred to the Air Force and Naval Aviation for search-and-rescue missions and direct aviation support (*Trendafilovski, 2023a: 36*). The topic of Croatian helicopter transfers was further developed in a short article by C. Lofting, which analyzed the quantitative and qualitative composition of the Mi-8/17 batch intended for transfer (*Lofting, 2023*).

Air Forces Monthly returned to the issue of transferring Soviet/Russian-origin helicopters to Ukraine in June 2024, publishing an article devoted to Czech Mi-24/35 helicopters. It noted, inter alia, that the Czech Republic had transferred a total of eight Mi-24V and Mi-35 attack helicopters to Ukraine, the last two of which arrived on 21 March 2024 (*Final Czech..., 2024*). As can be seen, the transfer of this relatively small batch of eight helicopters took nearly two years.

As available stocks of Soviet-manufactured helicopters were exhausted, partner countries began transferring Western-origin helicopters to Ukraine. During the period under review, this process did not become large-scale, but it was widely covered in the press. In particular, an article by H. Chapman analyzed the plan announced by the UK Ministry of Defence to transfer three second-hand Sea King helicopters to Ukraine, linked to the retirement of this type from UK service. The author also speculated on the future basing locations of the Sea Kings in Ukraine and the roles assigned to them (*Chapman, 2023a*). An article summarizing military-technical assistance to Ukraine in 2022 stated that two of the three Sea King helicopters arrived at the end of the year, and one of them was observed in operation. Their delivery compensated for the losses of Mi-14PS search-and-rescue helicopters of the Ukrainian Naval Aviation (*Trendafilovski, 2023a: 36*). Following the United Kingdom, the German Minister of Defence announced on 23 January 2024 the intention to transfer six decommissioned Sea King helicopters to Ukraine, an event reflected in *Air Forces Monthly* (*German Sea Kings..., 2024*). More detailed coverage of Sea King deliveries from the UK and Germany's transfer plans was provided in an article published in October 2024 (*Taghvaei, 2024b*).

The journal also covered Ukraine's unsuccessful attempt to acquire decommissioned MRH-90 Taipan multirole helicopters from Australia. Despite Ukraine's request, on 16 January 2024 the Australian government

announced that the dismantling process had progressed too far for the helicopters to be made operational (*Australia scraps...*, 2024).

Conclusions. The analysis demonstrates that issues of military-technical assistance to Ukraine remained consistently in focus in *Air Forces Monthly* and *Combat Aircraft Journal*. Between 2022 and 2024, nearly 40 items devoted to this topic were published, ranging from brief news reports to extensive analytical reviews. Primary attention was paid to the transfer of combat aircraft. In particular, during 2023-2024 the process of transferring F-16s – from initial political decisions to their combat debut in the Ukrainian Air Force – was continuously monitored. Considerable attention was also devoted to the transfer of Soviet-origin aircraft (MiG-29, Su-25) and preparations for the delivery of French Mirage 2000-5F fighters. Of particular interest is the coverage of unrealized plans and initiatives for transferring aviation equipment (Typhoon, F/A-18, MRH-90). Adequate attention was also given to the transfer of helicopters of various roles and auxiliary aircraft.

The materials reviewed can be used in historical research in several respects. They make it possible not only to reconstruct the chronology of military-technical assistance, but also to examine expert assessments by foreign specialists regarding the aircraft and helicopters transferred to Ukraine and the specifics of their employment. It should be emphasized that this article addressed only manned aerial platforms. In addition, *Air Forces Monthly* and *Combat Aircraft Journal* covered issues related to the transfer of UAVs, precision-guided air-launched munitions, and, to a lesser extent, air defence systems. These materials require further study and analysis.

Sources

Мельник Ю. (2023). Китайська газета Женьмінь Жибао про російсько-українську війну (2022). Вісник Львівського університету. Серія журналістика. Вип. 52–53. С. 191–205. <http://dx.doi.org/10.30970/vjo.2023.52-53.11733>

Надрага М.С., Турчак О.В. & Теницький С.О. (2025). Роль міжнародних союзників у військовій допомозі Україні: огляд матеріалів The Guardian за 2023 рік. Військово-науковий вісник. Вип. 44. С. 157-176. <https://doi.org/10.33577/2313-5603.44.2025.157-176>

Скорич Л.В. & Харук Д.А. (2022). Висвітлення повномасштабної російської агресії проти України у військовій періодиці Польщі. Вчені записки ТНУ імені В.І. Вернадського. Серія: Історичні науки, т. 33(72), № 4. С. 272–277. <https://doi.org/10.32782/2663-5984/2022/4.41>

Сімашова А. (2024). Російське вторгнення в Україну в дзеркалі італійської преси. Образ. Вип. 2(45). С. 36-47. [https://doi.org/10.21272/Obraz.2024.2\(45\)-36-47](https://doi.org/10.21272/Obraz.2024.2(45)-36-47).

Харук А.І. (2016). Висвітлення у спеціалізованій періодиці участі української авіації в Антитерористичній операції: спроба історіографічного аналізу. Військово-науковий вісник. Вип. 25. С. 255-265.

Харук А.І. (2024). Висвітлення проблематики російсько-української війни в чеській військовій періодиці (за публікаціями часопису АТМ 2022 р.). The modern russian-ukrainian war: historiographical, socio-political, socio-economic and cultural-spiritual dimensions. Scientific monograph. Riga, Latvia: Baltija Publishing, 2024. P. 293-305.

Харук А.І. (2015). Деякі аспекти висвітлення у зарубіжній періодиці участі української авіації в антитерористичній операції на Сході України (за публікаціями 2014 р.). Військово-науковий вісник. Вип. 24. С. 206-218.

Australia scraps MRH-90s despite Ukrainian interest (2024). Air Forces Monthly. № 3. P. 26.

Belgium to send F-16s to Ukraine from 2025 (2023). Air Forces Monthly. № 12. P. 12.

Bozinovski I. (2022). North Macedonia donates Frogfoot fleet to Ukraine. Air Forces Monthly. № 10. P. 10.

Chapman Kh. (2022). Biting the bear. Air Forces Monthly. № 6. P. 24-26.

Chapman Kh. (2023a). Sea Kings for Ukraine. Air Forces Monthly. № 1. P. 6.

Chapman Kh. (2023b). Ukraine handed major US boost in F-16 quest. Air Forces Monthly. № 7. P. 6-7.

Final Czech Hinds head to Ukraine (2024). Air Forces Monthly. № 6. P. 10.

German Sea Kings set to fight for Ukraine (2024). Air Forces Monthly. № 3. P. 11.

Głowacki B. (2023). More MiG-29s for Ukraine. Air Forces Monthly. № 5. P. 6-7.
Lake J. (2023). F-16's for Ukraine: Panacea or Distraction? Air Forces Monthly. № 4. P. 42-49.

Latvia Mi-2s and Mi-17s to aid war effort (2022). Combat Aircraft Journal. № 11. P. 18.

Lofting Ch. (2023). Croatian Mi-8s preparing for warzone. Combat Aircraft Journal. № 5. P. 10.

Poland to send more MiG-29s to Ukraine and gain extra F-35As (2024). Combat Aircraft Journal. № 9. P. 7.

Ripley T. (2024). F-16s over Ukraine. A Winner? Air Forces Monthly. № 9. P. 30-35.

Taghvaei B. (2024a). French Mirages for Ukraine? Combat Aircraft Journal. № 8. P. 14-15.

Taghvaei B. (2024b). Sea Kings for Ukraine. Air Forces Monthly. № 10. P. 68-69.

Thomas R. (2022). Ukraine claim successes as war enters week four. Combat Aircraft Journal. № 6. P. 24-25.

Trendafilovski V. (2022a). Outwitting the Russians. Air Forces Monthly. № 8. P. 44-50.

Trendafilovski V. (2022b). Fearsome Frogfoots. Air Forces Monthly. № 11. P. 40-47.

Trendafilovski V. (2023a). Russia shocked. Air Forces Monthly. № 3. P. 30-39.

Trendafilovski V. (2023b). Ukraine boosted by Viper green light. Air Forces Monthly. № 10. P. 12.

Trendafilovski V. (2024a). First Dutch Vipers fly to Romania for UkrAF pilots training. Combat Aircraft Journal. № 1. P. 8.

Trendafilovski V. (2024b). UkrAF pilots begin F-16 training in Denmark. Combat Aircraft Journal. № 2. P. 9.

Trendafilovski V. (2024c). Ukraine gains ex-Croatian Clines. Combat Aircraft Journal. № 9. P. 12.

Trendafilovski V. (2024d). Vipers finally join Ukraine's war effort. Air Forces Monthly. № 10. P. 6-7.

Trendafilovski V. (2024e). Red hot summer in Ukraine. Air Forces Monthly. № 10. P. 32-41.

Ukraine asks Netherlands to donate outgoing F-16s (2023). Combat Aircraft Journal. № 4. P. 11.

Ukraine eyes retired RAAF F/A-18s to boost war effort (2023). *Combat Aircraft Journal*. № 8. P. 6.

Ukraine pushing for Swedish Gripens (2024). *Combat Aircraft Journal*. № 9. P. 6.

Ukraine to gain Gripens once Sweden joins NATO (2023). *Combat Aircraft Journal*. № 12. P. 12.

Ukraine to gain Swedish AEW&C aircraft (2024). *Air Forces Monthly*. № 7. P. 7.

Ukraine to gain French Mirages in 2025 (2024). *Combat Aircraft Journal*. № 12. P. 8.

Ukraine's first Vipers to see action this summer (2024). *Combat Aircraft Journal*. № 9. P. 7.

US \$800 mln Ukraine military aid package includes 11 more Mi-17s (2022). *Air Forces Monthly*. № 6. P. 17.

Warnes A. (2022). Czech Hinds for Ukraine. *Air Forces Monthly*. № 7. P. 7.

Warnes A. (2024). Ukraine must be supported. *Air Forces Monthly*. № 5. P. 2.

References

Melnyk Yu. (2023). Kytaiska hazeta Zhenmin Zhybao pro rosiisko-ukrainsku viinu (2022). *Visnyk Lvivskoho universytetu. Seriiia zhurnalistyka*. Vyp. 52–53. S. 191–205. <http://dx.doi.org/10.30970/vjo.2023.52-53.11733> (ukr.).

Nadraha M.S., Turchak O.V. & Tenytskyi S.O. (2025). Rol mizhnarodnykh soiuznykiv u viiskovii dopomozi Ukraini: ohliad materialiv The Guardian za 2023 rik. *Viiskovo-naukovyi visnyk*. Vyp. 44. S. 157-176. <https://doi.org/10.33577/2313-5603.44.2025.157-176> (ukr.).

Skorych L.V. & Kharuk D.A. (2022). Vysvitlennia povnomasshtabnoi rosiiskoi ahresii proty Ukrainy u viiskovii periodytsi Polshchi. *Vcheni zapysky TNU imeni V.I. Vernadskoho. Seriiia: Istorychni nauky*, t. 33(72), № 4. S. 272–277. <https://doi.org/10.32782/2663-5984/2022/4.41> (ukr.).

Simashova A. (2024). Rosiiske vtorhnennia v Ukrainu v dzerkali italiiskoi presy. *Obraz*. Vyp. 2(45). S. 36-47. [https://doi.org/10.21272/Obraz.2024.2\(45\)-36-47](https://doi.org/10.21272/Obraz.2024.2(45)-36-47) (ukr.).

Kharuk A.I. (2016). Vysvitlennia u spetsializovanii periodytsi uchasti ukrainskoi aviatsii v Antyterorystychnii operatsii: sprobha istoriohrafichnoho analizu. *Viiskovo-naukovyi visnyk*. Vyp. 25. S. 255-265. (ukr.).

Xapyk A.I. (2024). Vysvitlennia problematyky rosiisko-ukrainskoi viiny v cheski viiskovii periodytsi (za publikatsiiamy chasopysu ATM 2022 r.). *The modern russian-ukrainian war: historiographical, socio-political, socio-economic and cultural-spiritual dimensions*. Scientific monograph. Riga, Latvia: Baltija Publishing, 2024. P. 293-305. (ukr.).

Xapyk A.I. (2015). Deiaki aspekty vysvitlennia u zarubizhnii periodytsi uchasti ukrainskoi aviatsii v antyterorystychnii operatsii na Skhodi Ukrainy (za publikatsiiamy 2014 r.). *Viiskovo-naukovyi visnyk*. Vyp. 24. S. 206-218. (ukr.).

Australia scraps MRH-90s despite Ukrainian interest (2024). *Air Forces Monthly*. № 3. P. 26. (en.).

Belgium to send F-16s to Ukraine from 2025 (2023). *Air Forces Monthly*. № 12. P. 12. (en.).

Bozinovski I. (2022). North Macedonia donates Frogfoot fleet to Ukraine. *Air Forces Monthly*. № 10. P. 10. (en.).

Chapman Kh. (2022). Biting the bear. *Air Forces Monthly*. № 6. P. 24-26. (en.).

Chapman Kh. (2023a). Sea Kings for Ukraine. *Air Forces Monthly*. № 1. P. 6. (en.).

Chapman Kh. (2023b). Ukraine handed major US boost in F-16 quest. *Air Forces Monthly*. № 7. P. 6-7. (en.).

Final Czech Hinds head to Ukraine (2024). *Air Forces Monthly*. № 6. P. 10. (en.).

German Sea Kings set to fight for Ukraine (2024). *Air Forces Monthly*. № 3. P. 11. (en.).

Głowacki B. (2023). More MiG-29s for Ukraine. *Air Forces Monthly*. № 5. P. 6-7. (en.).

Lake J. (2023). F-16's for Ukraine: Panacea or Distraction? *Air Forces Monthly*. № 4. P. 42-49. (en.).

Latvia Mi-2s and Mi-17s to aid war effort (2022). *Combat Aircraft Journal*. № 11. P. 18. (en.).

Lofting Ch. (2023). Croatian Mi-8s preparing for warzone. *Combat Aircraft Journal*. № 5. P. 10. (en.).

Poland to send more MiG-29s to Ukraine and gain extra F-35As (2024). *Combat Aircraft Journal*. № 9. P. 7. (en.).

Ripley T. (2024). F-16s over Ukraine. A Winner? *Air Forces Monthly*. № 9. P. 30-35. (en.).

Taghvaei B. (2024a). French Mirages for Ukraine? *Combat Aircraft Journal*. № 8. P. 14-15. (en.).

Taghvaei B. (2024b). Sea Kings for Ukraine. *Air Forces Monthly*. № 10. P. 68-69. (en.).

Thomas R. (2022). Ukraine claim successes as war enters week four. *Combat Aircraft Journal*. № 6. P. 24-25. (en.).

Trendafilovski V. (2022a). Outwitting the Russians. *Air Forces Monthly*. № 8. P. 44-50. (en.).

Trendafilovski V. (2022b). Fearsome Frogfoots. *Air Forces Monthly*. № 11. P. 40-47. (en.).

Trendafilovski V. (2023a). Russia shocked. *Air Forces Monthly*. № 3. P. 30-39. (en.).

Trendafilovski V. (2023b). Ukraine boosted by Viper green light. *Air Forces Monthly*. № 10. P. 12. (en.).

Trendafilovski V. (2024a). First Dutch Vipers fly to Romania for UkrAF pilots training. *Combat Aircraft Journal*. № 1. P. 8. (en.).

Trendafilovski V. (2024b). UkrAF pilots begin F-16 training in Denmark. *Combat Aircraft Journal*. № 2. P. 9. (en.).

Trendafilovski V. (2024c). Ukraine gains ex-Croatian Clines. *Combat Aircraft Journal*. № 9. P. 12. (en.).

Trendafilovski V. (2024d). Vipers finally join Ukraine's war effort. *Air Forces Monthly*. № 10. P. 6-7. (en.).

Trendafilovski V. (2024e). Red hot summer in Ukraine. *Air Forces Monthly*. № 10. P. 32-41. (en.).

Ukraine asks Netherlands to donate outgoing F-16s (2023). *Combat Aircraft Journal*. № 4. P. 11. (en.).

Ukraine eyes retired RAAF F/A-18s to boost war effort (2023). *Combat Aircraft Journal*. № 8. P. 6. (en.).

Ukraine pushing for Swedish Gripens (2024). *Combat Aircraft Journal*. № 9. P. 6. (en.).

Ukraine to gain Gripens once Sweden joins NATO (2023). *Combat Aircraft Journal*. № 12. P. 12. (en.).

Ukraine to gain Swedish AEW&C aircraft (2024). *Air Forces Monthly*. № 7. P. 7. (en.).

Ukraine to gain French Mirages in 2025 (2024). *Combat Aircraft Journal*. № 12. P. 8. (en.).

Ukraine's first Vipers to see action this summer (2024). *Combat Aircraft Journal*. № 9. P. 7. (en.).

US \$800 mln Ukraine military aid package includes 11 more Mi-17s (2022). *Air Forces Monthly*. № 6. P. 17. (en.).

Warnes A. (2022). Czech Hinds for Ukraine. *Air Forces Monthly*. № 7. P. 7. (en.).

Warnes A. (2024). Ukraine must be supported. *Air Forces Monthly*. № 5. P. 2. (en.).

Харук А. І., Мельник В. В.

**ВИСВІТЛЕННЯ ВІЙСЬКОВО-ТЕХНІЧНОЇ ДОПОМОГИ УКРАЇНИ В
ГАЛУЗІ АВІАЦІЇ В ЧАСОПИСАХ AIR FORCES MONTHLY ТА COMBAT
AIRCRAFT JOURNAL (2022 – 2024)**

У статті розглянуто публікації, присвячені наданню військово-технічної допомоги Україні з боку країн-партнерів, розміщені на сторінках часописів Air Forces Monthly та Combat Aircraft Journal у 2022 – 2024 рр. Аналізувалось висвітлення передачі пілотованих літаків та гелікоптерів. Як показав проведений аналіз, питання військово-технічної допомоги Україні перебували у постійному фокусі цих видань. За досліджений період на їхніх сторінках було опубліковано майже 40 матеріалів, присвячених цій проблемі. Серед них зустрічаються як короткі інформаційні статті, так і ширші аналітичні огляди Vladimir Trendafilovski, Babak Taghvaei, Tim Ripley, Khaleb Chapman.

Головна увага приділялась передачі бойових літаків. Зокрема, у 2023–2024 рр. постійно моніторився процес передачі F-16 – від ухвалення перших рішень до бойового дебюту цих літаків у складі Повітряних Сил України. Експерти аналізують тактичні аспекти застосування цих літаків, їхнє озброєння та бортове обладнання. Також достатньо детально розглядалися питання передачі літаків радянського походження (MiG-29, Су-25) і підготовки до передачі французьких винищувачів Mirage 2000-5F. Особливо цікавим, на нашу думку, є факт висвітлення на сторінках досліджених часописів нереалізованих планів та ініціатив з передачі авіаційної техніки (Turboon, F/A-18, MRH-90). Належна увага приділена також передачі Україні гелікоптерів різного призначення та допоміжних літаків.

Розглянуті нами матеріали можуть бути використані в історичних дослідженнях у кількох аспектах. З одного боку, вони дозволяють відтворити хронологію надання військово-технічної допомоги від обговорення й ухвалення рішення про передачу того чи іншого виду літаків чи гелікоптерів. З іншого боку, статті містять експертні оцінки зарубіжних фахівців щодо літаків і гелікоптерів, які передавались Україні, та особливостей їхнього застосування.

Ключові слова: військово-технічна допомога, Повітряні Сили України, війна за Незалежність України, винищувач, гелікоптер.

Дата першого надходження рукопису до видання: 16.01.2026

Дата прийняття до друку рукопису після рецензування: 26.01.2026

Дата публікації: 24.04.2026