ILYUSHIN IL 62

VICTOR POVINSKY

- ©KB |LYUSHIN YEFIM GORDON, E. GORDON, DMITRIY KOMISSAROV, SERGEY KOMISSAROV, 2004 ESTABLISHED IN 1934, THE |LYUSHIN DESIGN BUREAU IS ONE OF THE BEST-KNOWN SOVIET/RUSSIAN AIRCRAFT DESIGN COMPANIES. OVER THE YEARS, THE |LYUSHIN OKB HAS DEVELOPED AIRCRAFT FOR WIDELY VARYING ROLES. ITS FIRST AIRCRAFT TO ACHIEVE PRODUCTION STATUS, THE DB-3 BOMBER, ENTERED SERVICE IN 1936. THE |L-2 (SHTURMOVIK) ARMORED ATTACK AIRCRAFT BROUGHT |LYUSHIN WELL-EARNED FAME; THIS AIRCRAFT FOUGHT WITH CONSIDERABLE SUCCESS DURING WORLD WAR |II. THE OKB'S INVOLVEMENT WITH COMBAT AIRCRAFT CONTINUED WITH THE EXPERIMENTAL |L-22 FOUR-JET COUNTERPART OF THE ENGLISH ELECTRIC CANBERRA. HOWEVER, IT WAS THOSE YEARS THAT MARKED THE OKB'S TRANSITION TO TRANSPORT AIRCRAFT FROM THE TWIN-ENGINED |L-12 OF 1945 DEVELOPED AS A 'DC-3 REPLACEMENT', FOLLOWED BY MANY SUCCESSFUL AIRCRAFT, INCLUDING THE FOUR-TURBOPROP |L-18 AIRLINER (1957), THE FOUR-TURBOFAN LONG-HALF |L-62 (1961), THE |L-76 MILITARY/CIVIL FREIGHTER (1971) AND THE FIRST SOVIET WIDE-BODY AIRLINER, THE |L-86 OF 1976. THE COMPANY HAS ALSO MOVED INTO GENERAL AVIATION WITH THE |L-103 FOUR-SEATER.
- Parchaft Data United States. Federal Aviation Administration, 1986
- 2001 BERETTER OM UDVIKLINGEN OG ANVENDELSEN AF DET RUSSISKE LANGDISTANCE-PASSAGERFLY FRA 1963, ILYUSHIN IL-62 MED NATO-BEN? VNELSEN CLASSIC.
- EYUSHIN IL-28 YEFIM GORDON, DMITRIY KOMISSAROV, 2015 ENCOMPASSES THE FULL DEVELOPMENT AND OPERATIONAL HISTORY OF THE ILYUSHIN IL-28.
- ② QUIDE TO AIRPORT AIRPLANES WILLIAM BERK, FRANK BERK, 1996 THE SECOND EDITION OF A HANDBOOK DESIGNED TO FACILITATE RAPID IDENTIFICATION OF 66 DIFFERENT AIRLINERS. EACH ONE APPEARS IN A TWO-PAGE ENTRY FEATURING THREE-VIEW SILHOUETTES, A COLOUR PHOTOGRAPH, PLUS DETAILS OF CAPACITY, CRUISING SPEED, RANGE, COUNTRY OF ORIGIN AND DATE OF THE FIRST FLIGHT.
- EYUSHIN IL-18/20/22 YEFIM GORDON, DMITRIAEI KOMISSAROV, 2004 8= x 11, 260 COLOR & B W PHOTOS DEVELOPED AS A HIGH-CAPACITY LONG-RANGE AIRLINER FOR USE ON AEROFLOT'S BUSIEST ROUTES, THE ILYUSHIN IL-18 FOUR-TURBOPROP AIRLINER FIRST FLEW ON JULY 4TH, 1957. DESPITE SOME INITIAL DIFFICULTIES, THIS SOVIET EQUIVALENT OF THE LOCKHEED ELECTRA EVENTUALLY PROVED TO BE EXTREMELY SUCCESSFUL, OFFERING HIGH COMFORT AND GOOD OPERATING ECONOMICS FOR ITS DAY. THE IL-18 WAS SUPPLIED TO MANY FRIENDLY NATIONS IN EASTERN EUROPE, ASIA, AFRICA, THE MIDDLE EAST AND THE CARIBBEAN. ITS USES INCLUDED PASSENGER AND CARGO CARRIAGE, VIP TRANSPORTATION, SUPPORT OF SOVIET RESEARCH STATIONS IN ANTARCTICA, ELECTRONIC ESPIONAGE AND VARIOUS RESEARCH AND DEVELOPMENT PROGRAMS, BOTH CIVIL AND MILITARY. THIS BOOK CHARTS THE DEVELOPMENT HISTORY OF THE IL-18. IT ALSO PROVIDES INFORMATION ON AN EARLIER PISTON-ENGINED AIRLINER OF THE SAME NAME WHICH TURNED OUT TO BE AHEAD OF ITS TIME AND WAS DESTINED NEVER TO ENTER PRODUCTION. IT ALSO DESCRIBES ALL THE PRINCIPAL COMMERCIAL VERSIONS AS WELL AS TEST AND DEVELOPMENT AIRCRAFT. SEPARATE CHAPTERS ARE DEDICATED TO AIRCRAFT IN THE IL-18 FAMILY WHICH BORE SEPARATE DESIGNATIONS, SUCH AS THE IL-20M ELINT, THE IL-20RT SPACE TRACKER, THE IL-22 AIRBORNE COMMAND POST, THE IL-24N ICE RECONNAISSANCE AIRCRAFT USED TO SUPPORT COMMERCIAL SHIPPING OPERATIONS IN THE ARCTIC REGIONS AND THE IL-38 ANTI-SUBMARINE WARFARE AIRCRAFT.
- ☑ YUSHIN IL-12 AND IL-14 YEFIM GORDON, DMITRIY KOMISSAROV, 2005 THIS BOOK GIVES A DETAILED ACCOUNT OF THE DESIGN AND DEVELOPMENT OF THE IL-12 AND THE IL-14. IT EXPLAINS THEIR IMPORTANT PLACE IN SOVIET COMMERCIAL AVIATION HISTORY AND IS BASED ON RESEARCH IN RUSSIAN ARCHIVES. THE BOOK CONTAINS NUMEROUS PREVIOUSLY UNPUBLISHED PHOTOS AND LINE DRAWINGS.
- ☑ YUSHIN IL-76 YEFIM GORDON, DMITRIY KOMMISSAROV, SERGEY KOMISSAROV, 2001 A FAMILIAR SIGHT BOTH IN MILITARY AND WORLDWIDE COMMERCIAL USE, THE ILYUSHIN IL-76 WAS THE SOVIET'S ANSWER TO THE LOCKHEED STARLIFTER. COMPILED BY NOTED RUSSIAN AVIATION WRITERS AND HISTORIANS FROM A WEALTH OF FIRST-HAND RUSSIAN SOURCES, THIS BOOK IS A COMPREHENSIVE HISTORY OF EACH VARIANT AND ITS SERVICE. EXTENSIVE TABLES DETAIL EACH AIRCRAFT BUILT WITH COMPLETE NOTES ON EVERY OPERATOR-BOTH CIVIL AND MILITARY-AND THEIR FLEETS. FOR MILITARY ENTHUSIASTS AND MODELERS.
- EMPRÉS AIRCRAFT UPGRADES 1996-97 JANE'S INFORMATION GROUP, 1996-10 THIS REFERENCE DETAILS AIRCRAFT THAT ARE NO LONGER MANUFACTURED BUT ARE STILL IN SERVICE. THE DATA COVERS ALMOST 50 AIRCRAFT, FROM PASSENGER AND CARGO CARRIERS LIKE THE BOEING 707 AND ILYUSHIN IL-62 TO MILITARY AEROPLANES AND HELICOPTERS SUCH AS THE SIKORSKY CH-53 AND AEROSPATIALE ALOUETTE III.
- EIRLINES OF THE JET AGE R.E.G. Davies, 2016-08-24 Airlines of the Jet Age provides the first comprehensive history of the world's airlines from the early 1960s to the present day. It begins with an informative introductory chapter on the infancy of flight and the development of air-transport craft used during the First and Second World Wars, and then wings into the first Jet Age--the advent of jet airlines. It continues through the second Jet Age of wide-bodied aircraft, such as the Boeing 747 and DC-10, and closes with the introduction of the third Jet Age, which begins with the giant double-decked Airbus A380. This reference book is an unparalleled reference for aviation buffs, covering airlines around the globe and throughout the modern eras of human flight. The last book written by renowned airline historian R.E.G. Davies, Airlines of the Jet Age is the ultimate resource for information and insight on modern air transport.

- EYUSHIN IL-28 BEAGLE YEFIM GORDON, DMITRIE KOMISSAROV, 2002 ENTERING SERVICE WITH THE USSR AIR FORCE IN 1950, THE ILYUSHIN IL-28 BEAGLE HAS BEEN DUBBED 'THE RUSSIAN CANBERRA.' THIS IS THE FIRST IN-DEPTH STUDY OF THE LONG-SERVING LIGHT BOMBER. BESIDES THE USSR, IT SERVED WITH THE AIR FORCES OF EGYPT, CHINA, CZECHOSLOVAKIA AND POLAND. THE AIRCRAFT HAD A MAXIMUM SPEED OF 600 MPH AT SEA LEVEL AND 515 MPH AT 36,000 FEET. IL-28 WAS ARMED WITH TWO, FIXED FORWARD-FIRING 23-MM CANNONS AND TWO, 23-MM CANNONS IN A MANUALLY-DIRECTED TAIL POSITION. HARDCOVER, 7-1/2 x 9-1/2, 224 PP, 24 COLOR, 162 B/W AND 36 LINE DRAWINGS
- P AIRPORT DESIGN UNITED STATES. FEDERAL AVIATION ADMINISTRATION, 1989
- MASA THESAURUS, 1994
- MASA TECHNICAL MEMORANDUM, 1991
- **LYUSHIN IL-2** VICTOR POVINSKY, 2020-01-19 40 COLOR PROFILES OF THE FAMOUS ILYUSHIN IL-2, RUSSIAN WW2 FAMOUS ATTACK AIRCRAFT, SHOWING VARIETY OF THE CAMOUFLAGE AND MARKINGS OF DIFFERENT UNITS.
- ☑ YUSHIN IL-2 YEFIM GORDON, SERGEY KOMISSAROV, 2010 THIS IS THE DEFINITIVE HISTORY OF THE ILYUSHIN IL-2 STURMOVIK AND PROVIDES DETAILED COVERAGE ON EVERY ASPECT OF THIS FAMOUS WARPLANE. THIS IS PERHAPS THE MOST FAMOUS AIRCRAFT IN THE HISTORY OF RUSSIAN AND SOVIET AVIATION. DURING WORLD WAR 2 THIS RUGGED GROUND ATTACK AIRCRAFT WAS ARGUABLY THE SOVIETS' MOST EFFECTIVE WEAPON. PROTECTED BY ITS HEAVY ARMOR, THE LOW-FLYING AIRCRAFT WAS INCREDIBLY DIFFICULT TO SHOOT DOWN, AND ITS POWERFUL ARRAY OF WEAPONRY INCLUDED A CANNON, MACHINE GUNS, ROCKETS, AND SPECIAL HEAT ANTITANK BOMBS. IT WAS CAPABLE OF PENETRATING THE ARMOR OF EVERY GERMAN TANK IN THE FIELD AT THE TIME, INCLUDING THE PANTHER AND TIGER TANKS, AS WELL AS REAPING DESTRUCTION AMONG THE RANKS OF ENEMY INFANTRY ON THE GROUND. THE IL-2 WAS SO SUCCESSFUL THAT THE DESIGN WAS PRODUCED IN GREATER NUMBERS THAN ANY OTHER MILITARY AIRCRAFT IN HISTORY, WITH OVER 40,000 BEING BUILT BETWEEN 1941 AND 1955.
 ☑ YUSHIN IL-28 DARIUSZ KARNAS, 2015-04-09 SCALE PLANS IN 1/72, 1/48 OF IL-28 BOMBER VARIANTS. ALL BOMBER VERSIONS ARE SHOWN.
- PULL COLOR PROFILES, BFW LINE ART, TECHNICAL DATA, 80 BFW PHOTOS.
- EUSSIA MILITARY AIRCRAFT ALEXANDRE ZANFIROV, 2019-11-09 THIS IS A COMPREHENSIVE LOOK AT THE CURRENT MIX OF RUSSIAN MILITARY AIRCRAFT, TO INCLUDE THE TUPOLEV PAK DA STEALTH BOMBER AND THE SUKHOI SU-57 (FELON).
- ☑ 10: Icon of the Skies Lance Cole, 2017-03-30 "An excellent account of the political battles and the commercial skulduggery . . . and its outstanding service as a transport and tanker with the RAF." —Firetrench The VC10 was the nation's biggest jet airliner of its age and regarded as the world's best-looking airliner. It was safe, fast, and designed to take off from short runways in Africa and Asia, at the request of its main operator BOAC—the airline that would later go on to become today's British Airways. The VC10 and the larger Super VC10 were beloved by pilots and passengers alike and became icons of the 1960s. They were hugely popular all over the world. Yet the VC10 was eclipsed by Boeing's 707 which sold by the hundreds, despite the fact that the 707 was less capable and could not initially operate from the runways of the Commonwealth and old British Empire routes, as the VC10 undoubtedly could. This book blends the story of VC10 development with a well-researched tale of corporate and political power play. It asks; just what lay behind the sales failure of the VC10? Politics played an important part of course, as did BOACs tactics, and a whodunnit cast of politico-corporate events and machinations at the highest level of society during the dying days of Empire in 1960s Britain. Key players in the story, from Tony Benn to famous test pilot Brian Trubshaw (Concorde), are cited and quoted. By exploring this historical period in depth and highlighting all the various impediments that stood in the way of success for the VC10, Lance Cole adds an important layer to our lunderstanding of twentieth century history.

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