

Tupolev Tu 104

Yefim Gordon, Vladimir Rigmant

Tupolev Tu-104 Yefim Gordon,Vladimir Rigmant,2010 An in-depth study into one of the world's first jet airliners, comprehensively illustrated throughout with both mono and four-color images.

Tupolev Tu-154 Dmitriy Komissarov,2006-12 The Tupolev Tu-154 was one of the most successful and long-lived of Soviet/Russian jet airliners. It was developed in response to the need for a state-of-the-art medium-haul jet airliner that would succeed the twin-engined Tu-104. Sharing the 'T-tail' layout of the Boeing 727 and the Hawker Siddeley Trident, the prototype took to the air on October 3, 1968. It became not only the principal medium-haul aircraft of the Soviet airline Aeroflot, but also one of the Soviet Union's best sellers on the commercial aircraft market. This new Aerofax volume covers the Tu-154 fully, tracing its development and operational history and describing all known versions and variants, including some unrealized projects that were based on the airplane. Includes a detailed production list, operator lists on a country-by-country basis, accident details, and numerous color photos and line drawings.

Tupolev Tu-16 Yefim Gordon,Dmitriy Komissarov,Vladimir Rigmant,2017-10-17 Developed to meet a Soviet Ministry of Defense requirement for a fast bomber that would counter the threat posed by NATO, the Tu-16 was a ground-breaking project. It was the first Soviet medium bomber to feature swept wings, and it was built around a pair of turbojets that were the world's most powerful jet engines at the time. First flown in 1952, the Tu-16 filled such roles as nuclear bomb delivery, missile strike, reconnaissance, and Electronic Counter Measures. It also served as the basis for the first Soviet jet airliner, the Tu-104. Nearly 1,500 were built for the Soviet Air Force and the Soviet Navy, and the Tu-16 showed remarkable longevity,

the final examples being retired in 1993. The type saw quite a bit of combat--from the Six-Days War of 1967 to the Afghan War. The Tu-16 was also produced in China and remains in Chinese service to this day. All known versions are described, as is the Tu-16's operational career. The book features many hitherto unpublished photos.

Tupolev Tu-16 Badger Yefim Gordon, Vladimir

Rigmant, 2004-06-21 The establishment of NATO posed the need for the Soviet war machine to create a fast jet bomber capable of reaching targets throughout Western Europe and combatting the carrier task forces with which the US Navy could throw its weight around the world. The basic Tu-16 which first flew in the mid-1950s was developed into nearly 50 versions adopted for various roles, including nuclear-capable bombers, anti-shipping missile strike aircraft, torpedo-bombers and minelayers, numerous reconnaissance and ECM variants, assorted development aircraft for testing new engines, avionics and systems. The Tu-16 even found civil uses as a fast mailplane and a weather research/rainmaking aircraft! The Badger, as the bomber was known to the West, served as the basis for the Soviet Union's first jet airliner, the Tu-104. The nearly 1,500 Tu-16s built in the Soviet Union were an important factor in preventing all-out military confrontation between the East and the West. Since the mid-1950s and until the 1980s the Badger has been a regular picture on the pages of the Western press, snooping around Western naval groups every now and then. The type also had its share of 'hot' wars, getting its baptism of fire in the Six-Day War of 1967. Apart from three factories in the USSR, the Tu-16 was built under license in China as the H-6 and remains in service with the People's Liberation Army Air Force. Other foreign users were Egypt, Indonesia and Iraq. All known

versions are described and a full account is given of the Tu-16's operational career in the USSR and abroad during the Cold War and in the days after that when many of the surviving Badgers were used as target drones. The book features many previously unpublished photos and a detailed production list.

Tupolev Tu-134 Dmitrii Komissarov, 2004 8 1/2 x 11, 260 color & b&w photos, The Tu-134, which has given sterling service for 35 years now, has played a major role in Soviet/Russian civil aviation. It was the first jet type operated the flag carriers of several nations allied with the Soviet Union. The Tu-134 has seen service in 42 countries in Europe, Southeast Asia, the Middle East, Africa and South America. Apart from passenger flights, its multifarious activities include VIP transportation, support of Air Force, Army and Navy headquarters and miscellaneous research and test work. The type has helped train thousands of military pilots and navigators for the Soviet Air Forces' tactical and long-range bomber components. Compiled from first-hand Russian sources, the book gives an account of the Tu-134 and the type's design, test and operational history. Every known version, including military and various test aircraft, is painstakingly described here. Detailed fleet lists are given of all known Tu-134 operators. The book features a full production list of more than 800 aircraft and accident details.

Tupolev Aircraft Since 1922 Bill Gunston, 1995 This popular and highly-acclaimed series includes an abundance of photos, accurate line drawings, fascinating evaluations of aircraft design, and complete histories of aircraft manufacturers.

Tupolev Tu-114 Yefim Gordon, Vladimir Rigmant, 2007 In the early 1950s, OKB Tupolev, the Tupolev design bureau, was instructed by the Soviet government to design a civil airliner with an

intercontinental range. Based upon the earlier four-engined Tu-95 strategic bomber, the resulting aircraft was the largest airliner constructed at that time, providing accommodation for up to 220 passengers. The Tu-144 confounded experts by being able to fly at speeds similar to those achieved by jet aircraft, while still using turboprop technology. The Tu-114 set a number of records, including the speed record for a turbo-prop aircraft that still stands 50 years later. A total of 31 Tu-114's entered service with Aeroflot, operating over long distance internal services and international services to cities from Tokyo to Havana. Gradually replaced from 1971, the last Tu-144 Aeroflot service was withdrawn in 1975. However, a number of the Tu-114's were subsequently converted into AWACS aircraft as the Tu-126 Moss for operation in the Soviet navy.

OKB Tupolev E. Gordon, Vladimir Rigmant, 2005 A History of the Design Bureau and its Aircraft Yefim Gordon & Vladimir Rigmant The origins of the design bureau that was to bear his name can be traced back to the appointment of Andrey Nikolayevich Tupolev as head of the TsAGI's Aviation Department in 1918. Over the years, nearly 300 projects have evolved within the OKB. Nearly 90 reached the prototype construction stage, with more than 40 types put into series production. In the 1930s, the TB-1 (ANT-4) and TB-3 (ANT-6) bombers, the latter being the world's first heavy strategic bomber, paved the way for the long line of large multi-engined aircraft both civil and military for which the OKB is justly famed. Wartime production of the SB and Tu-2 plus the remarkable 'reverse engineering' of the Boeing B-29 that resulted in the Tu-4 led on to the jet Tu-16 and prop Tu-95 bombers. These, in turn were adapted for civil purposes as the Tu-104 and Tu-114 airliners. The supersonic Tu-22 and Tu-22M bombers and the Tu-144 airliner, a move into

pilotless aircraft and a host of imaginative but unbuilt projects complete a fascinating work.

Tupolev Tu-144 E. Gordon, Yefim Gordon, Dmitriy Komissarov, Vladimir Rigmant, 2015 Developed in the 1960s/1970s, the Tu-144 was the Soviet Union's only practical venture into supersonic commercial aviation. Though its career was all too brief, it was a major technological achievement for the Soviet aircraft industry. The book provides in-depth coverage of the Concorde, including projected versions, the Tu-144's production and service history, and a comparison with the Concorde. First flown on the last day of 1968 ahead of the Concorde the Tu-144 had to undergo a long gestation period before the production version entered service in November 1977. Unfortunately, its career proved to be brief; two accidents and a powerful anti-Tu-144 lobby caused the type to be withdrawn in May 1978. The book describes the Tu-144's versions (including the Tu-144LL research aircraft developed under a Russian-U.S. program) and touches on the projected military derivatives. It is illustrated with color side views and previously unpublished photographs. -- Publisher marketing.

Tupolev Tu-4 E. Gordon, Yefim Gordon, Dmitriy Komissarov, Vladimir Rigmant, 2014 After World War II, the Soviet Union and the USA, who had been allies in the war, started moving towards political and military confrontation. The Soviet Union urgently needed a strategic bomber capable of striking at the USA. Thus, the windfall of three battle-damaged B-29s forced to land in Soviet territory was most welcome. The Soviet Union kept them; a huge reverse-engineering effort ensued, resulting in a Soviet copy of the Superfortress (the Tu-4) and a major technology boost to the Soviet aircraft and avionics industries. From then on, the Soviet Superfortress

evolved independently, some of the Tu-4 versions having no direct U.S. equivalent. These included the Tu-4K missile carrier, a wing-to-wing flight refueling tanker, and the Tu-4T transport. The Tu-4A was the first Soviet nuclear-capable bomber. Experimental versions included engine testbeds, a towed escort fighter program, and more. The book also describes the Tu-4's production and service history (including service in China--the only nation besides the USSR to operate the type) and touches on the Tu-4's transport derivatives, the Tu-70 airliner, and the Tu-75 military airlifter. The book is illustrated with many color side views and hitherto unpublished photographs.

Tupolev Tu-95 and Tu-142 Yefim Gordon,Dmitriy

Komissarov,2018-02 First flown in 1952, the Tu-95--known to the western world as the Bear--had its share of teething troubles with a change of engine type being necessary before the aircraft could go into production. Eventually, however, it became the backbone of the Soviet strategic aviation, in spite of having a competitor in the shape of the four-turbojet Myasishchev M-4 and its 3M series of derivatives. The Bear filled such roles as nuclear bomb delivery, cruise missile strike and long-range maritime reconnaissance. It later evolved into an anti-submarine warfare aircraft that was different enough to have a separate designation, Tu-142. Moreover, the Tu-95 also served as the basis for the first Soviet intercontinental airliner, the majestic Tu-114--which, in turn, evolved into the first Soviet AWACS, the Tu-126. More than 500 Tu-95s and Tu-142s were built for the Soviet Air Force and the Soviet Navy in over 50 versions. The final Tu-95MS missile carrier rolled off the assembly line in 1992 following the intervention of high-level politics. This book charts the Tu-95's development and service history from the 1950s to the present day, featuring fully revised and updated material. All known versions are

described with detailed line drawings, color side views and many previously unpublished photos, to provide a comprehensive insight for modelers and historians alike.

World Airline Fleets, 1980 Günter G. Endres, 1980

Tupolev Tu-2 Jason Nicholas Moore, 2017-01-20

World Commercial Aircraft Accidents, 1946-1992 Chris Y.

Kimura, 1993

Aeroflot: Fly Soviet Bruno Vandermuere, 2021-09-09 The first book to tell the story of the Soviet airline, featuring previously unseen ephemera Despite the borders of the USSR being closed to the majority of its population, Soviet citizens were among the world's most frequent flyers. Following the 1917 Revolution, Vladimir Lenin made the development of aviation a priority. Assisted by advertising campaigns by artists such as Alexander Rodchenko, Soviet society was mobilized to establish an air fleet--from the very beginning of the USSR through to its demise in 1991, Soviet aviation flew its own unique path. This book unfolds the story of Soviet air travel, from early carriers like Deruluft and Dobrolet to the enigmatic Aeroflot. Organized like an Air Force, with a vast fleet of aircraft and helicopters, Aeroflot was the world's biggest air carrier of passengers and cargo, responsible for a wider range of duties than any other airline. In an era when it was still common to smoke on board, the Aeroflot emblem appeared on cigarette packets, matchboxes and many other everyday goods. Aeroflot publicity alerted domestic passengers to new destinations or proudly presented the introduction of faster, more comfortable aircraft, while colorful advertising enticed Western travelers to use Aeroflot's international services. *Aeroflot: Fly Soviet* uses this ephemera to illustrate a parallel aviation universe that existed for 70 years. It pays tribute to generations of aircraft engineers,

designers, pilots, ticket sellers, flight dispatchers, air traffic controllers, ground handlers and flight attendants, who jointly created this remarkable chapter of Soviet civil aviation history.

Tupolev Tu-95/-142 Yefim Gordon, E. Gordon, 2004-03-24 - Covers the Tu-95 'Bear', a machine with impressive speed--unique in that it combined turboprop engines with swept wings. The aircraft quickly became a symbol of the Soviet threat. - This book covers the Bear's development and service from inception to present day--some of the Bear's versions remain in service today. - Contains approximately 200 black & white and color photos.

Tupolev Tu-4 Yefim Gordon, Vladimir Rigmant, 2002 The Tu-4 is identified as an example of the Soviets copying Western airplane designs. Three Boeing B-29s fell into Soviet hands at the end of World War II. This book shows the evolution of the Superfortress into the Tu-70 military transport and its airliner version, the Tu-75 and Tu-85 - the last of Tupolev's piston-engined bombers. Also described are the various experimental versions, including the Burlaki towed fighter program, flight refueling tanker and missile carrier versions, and Chinese turboprop-powered AWACS and drone launcher conversions. Operational details include use for transport and paratropping, civil polar research, etc. The book includes many previously unpublished photographs as well as drawings of the rival 102 and 103 bombers designed by Myasishchev.

Library of Congress Subject Headings Library of Congress, 2010

Tupolev Tu-95/142 Yefim Gordon, Dmitriy

Komissarov, 2009-07-16 Containing a lot of hitherto untold facts and shedding new light on the Tu-95's development history and service career, this book is certain to be extremely popular. Included are details of crucial target information and rare materials obtained in the

course of many obscure missions. Beautifully illustrated throughout with numerous photos from the latest exercises, as well as vivid pictures of nose art and unit insignia, this is one not to be missed by aviation enthusiasts, particularly those with an interest in contemporary Russian aviation.

NASA Thesaurus ,1988

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remember how you loved us to
your death g7 c a7 dsus d and still
we celebrate for you are with us
here g d b7 and we believe that
we will see you em g7 c when
you come in glory lord g em g
am dsus g c g c d we remember
we

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haugen no capo g d b7 em g7 c a7

dsus d g d b7 em we remember
how you loved us to your death
g7 c a7 dsus d and still we
celebrate for you are with us
here g d b7 and we believe that
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loved us to your death g7 c a7
dsus4 d and still we celebrate for
you are with us here g g d f b7
em and we believe that we will
see you

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l d f oved us b7 to your d em
eath g7 and still we c celebrate
for a7 you are with us dsus4 here
d g and we belie g ve that we
will d f see you b7 when you em
come g7 c tacet g em g b am
dsus4 g c d c d g c d c d in your
glory lord we remember we
celebrate we believe

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b7 e minor em g7 g7 c major c a7
a7 dsus dsus d major d g g d
major d b7 b7 e minor em we
remember how you loved us to
your death g7 g7 c major c a7 a7
dsus dsus d major d and still we
celebrate for you are with us
here g g d major d b7 b7 and we
believe that we will

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