

# Tupolev Tu 134a 3

E. Torenbeek

**Tupolev Tu-134** Dmitriï Komissarov,2004 81/2 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.

*World Commercial Aircraft Accidents, 1946-1992* Chris Y. Kimura,1993

**International Civil Aircrafts Registration Procedures Handbook Volume 1 Strategic Information and Procedures** IBP USA,2006

**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 Gradually replaced from 1971, the last Tu-144 Aeroflot service was withdrawn in 1975.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.

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

Airliners of the 1990s Gerry Manning,2022-08-31 The 1990s brought with it many important developments for the aviation world. The dissolution of the USSR and Yugoslavia led to a rise of new countries and airlines. The aircraft faced changes as well. The early jetliners found themselves hauling cargo in many cases, and the new wide-bodies became the normal mode of passenger transport for long-haul travel, along with the creation of a whole new generation of types for short-haul. However, in parts of the world the old piston-powered props could be found plodding on, albeit in declining numbers. With over 300 color photographs and extended, informative captions, this book reflects the many ways in which the air transport industry changed during the decade. Taking the reader on a visual journey across the globe, this book explores some of the most popular airliners of the time, including Boeing, Airbus, and McDonnell Douglas, and how their aircraft developed throughout the decade.

Infantry Antiaircraft Missiles Steven J. Zaloga,2023-01-19 Noted authority Steven J. Zaloga charts the development, combat use, and influence of man-portable air defense systems, from the late 1960s to the present day. The first attempts at developing a man-portable air defense system (MANPADS) based around a guided missile began in the mid-1950s, as a response to the increased speed and maneuverability of jet aircraft. This book charts the technological evolution of the MANPADS and explores their combat usage and the lessons from these encounters. Besides detailing the missiles, it also surveys the various methods developed as countermeasures to the MANPADS threat. The first generation of MANPADS, such as the US Army's Redeye and the Soviet Strela-2 (SA-7 Grail), saw combat use in the Vietnam War in 1972 and the Yom Kippur War of 1973. The next generation of infrared-guided MANPADS, such as the US Stinger and Soviet Igla, came to prominence following the Soviet invasion of Afghanistan in 1979. Since the 1970s, MANPADS have been used in innumerable wars, border conflicts, civil wars and insurrections. Featuring specially commissioned artwork and carefully chosen photographs, this study tells the story of these lethally effective weapons, from their origins to their use today.

Aviation Week & Space Technology ,2009

*Vlakplaas* Robin Binckes,2018-07-30 Faced with the total onslaught by its enemies, in 1979, Apartheid South Africa established Vlakplaas lit. shallow farm, a 100-hectare farm nestling in the hills outside Pretoria on the Hennops River as a secret operation under the arm of C1, a counter-terrorism division of the South African Police headed by Brigadier Schoon.The first phase of Vlakplaas operations, up until 1989, was aimed at fighting the enemy: the armed wings of the liberation movements, the African National Congresss Umkhonto we Sizwe (or MK), the Pan Africanist Congresss Azanian Peoples Liberation Army (or APLA) and the South African Communist Party. The second phase was fighting organized crime in which Vlakplaas itself seamlessly adopted the mantle of organized crime in the notorious downtown area of Johannesburgs Hillbrow. The final phase, the most destructive, was as the murky Third Force that destabilized the country in an orgy of violence in the run-up to its first democratic elections, in 1994.Operating within South Africa as well as beyond the countrys borders, it will never been known how many victims can be attributed to the Vlakplaas agenda with much of the execution taking place on the farm itself but a conservative figure of 1,000 murders and assassinations has been mooted.

**Days of the Generals** Hilton Hamann,2012-03-30 What really happened during South Africa's military involvement in Angola? Did the military leaders always see eye to eye with the politicians – and with each other? Was South Africa responsible for the death of Mozambican President Samora Machel? What was the extent of South Africa's nuclear programme? How did South Africa's military machine deal with the end of apartheid? Based on interviews with the former generals of the South African Defence Force, Days of the Generals addresses these and many other fascinating questions. The book looks in detail at South Africa's intervention in Angola, Namibia and Mozambique. It examines the armed struggle of the ANC and the state's war against the liberation movements. It investigates chemical and biological warfare, the 'third force' and other top-secret issues. For the first time, the generals – Magnus Malan, Constand Viljoen, Jannie Geldenhuys, Georg Meiring, Hein du Toit and Chris Thirion – have opened up and given their account of events in southern Africa from the 1970s to the present. Theirs is an explosive story, giving behind-the-scenes information about covert operations, secret meetings, strategic alliances and full-scale war. This is essential reading for anyone interested in southern African politics and military history. The author, Hilton Hamann, entered the South African Defence Force as a conscript in 1975, and was stationed in Angola. He subsequently became the Sunday Times's military correspondent and wrote for a number of well-known international magazines and newspapers, such as Soldier of Fortune. In this role he travelled extensively with the SADF, often accompanying them into battle. He currently runs a news syndication company.

**Synthesis of Subsonic Airplane Design** E. Torenbeek,2013-06-29 Since the education of aeronautical engineers at Delft University of Technology started in 1940 under the inspiring leadership of Professor H.J. van der Maas, much emphasis has been placed on the design of aircraft as part of the student's curriculum. Not only is aircraft design an optional subject for thesis work, but every aeronautical student has to carry out a preliminary airplane design in the course of his study. The main purpose of this preliminary design work is to enable the student to synthesize the knowledge obtained separately in courses on aerodynamics, aircraft performances, stability and control, aircraft structures, etc. The student's exercises in preliminary design have been directed through the years by a number of staff members of the Department of Aerospace Engineering in Delft. The author of this book, Mr. E. Torenbeek, has made a large contribution to this part of the study programme for many years. Not only has he acquired vast experience in teaching airplane design at university level, but he has also been deeply involved in design-oriented research, e.g. developing rational design methods and systematizing design information. I am very pleased that this wealth of experience, methods and data is now presented in this book.

*Tupolev TU-22* Sergey Burdin,2005-11-17 This historic Russian aircraft was first delivered to the Soviet Air Force at the height of the Cold War in 1961. It remained in service until replaced by the much modified Tu-22M Backfire which was introduced in the early 1970s and still remains in service. It was the first Soviet supersonic bomber and was used for reconnaissance and bombing, in the latter role carrying either conventional or nuclear bombs. The early aircraft had a range of 1,800 miles but later models had a much increased radius of action through the introduction of in-flight refuelling. This book looks at the design and development of the aircraft up to the introduction of the type M Backfire. Details of construction, weapon systems, photo-reconnaissance and jamming equipment are included to cover the several variant models. Operational use is explained and the text includes many first-hand accounts from Russian aircrew of the period. The book will be superbly illustrated by unique official photographs and manuals.

**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.

**The World's Major Airlines** David W. Wragg,2007 More than 500 different airlines with over five aircraft with more than 19 seats are covered in this book. They are listed alphabetically under their respective nationality, with a brief history of each airline. There are illustrations of tailplane logos and details of route destinations.

*Airport Design* United States. Federal Aviation Administration,1995 Cancels AC 150/5300-2D, dated Mar. 10, 1980; AC 150/5300-4B, dated June 24, 1975; AC 150/5300-12, dated Feb. 28, 1983; AC 150/5325-5C, dated June 29, 1987; AC 150/5335-2, dated Jan. 27, 1965.

*Esso Air World* ,1971

*Tupolev* Paul Duffy,A. I. Kandalov,1996 This book focuses on the aircraft designs of the man often referred to as the father of Russian aviation, Andrei Nikolaevich Tupolev. Born in Russia in 1888, Tupolev went on to design aircraft that earned Russia worldwide acclaim for their contributions to aviation in the 1920s, '30s, and '40s.

*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.

**Weapon Systems Acquisition Process, Hearings Before the ..., 92-1, December 3, 6, 7, 8, 9, 1971** United States. Congress. Senate. Armed Services,1972

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