

Tupolev Tu 144

Waldo A. Acosta

Tupolev Tu-144 Yefim Gordon,E. Gordon,Vladimir Rigmant,2005 The rapid development of commercial aviation in the 1950s and 1960s, coupled with advancing aircraft technology, led Great Britain and France to pool resources to create the famous supersonic Concorde airliner. As soon as the Soviet government got wind of this program, it tasked the national aircraft industry with an even more ambitious project: the Soviet Union was to create an SST entirely on its own v and ahead of the West; this was a matter of national prestige. Predictably, Andrey N. Tupolev received the assignment to create the airliner that would place the Soviet Union in the lead. At the cost of a tremendous research and development effort, the target was met v designated Tu-144 (and dubbed, rather mockingly, Concorfski by the West), the Soviet SST took to the air in December 1968 ahead of its Anglo- French counterpart. This book gives a detailed account of the Tu-144's design and explains the reasons of its premature withdrawal; it also describes the type's recent use in a new-generation SST technology research program held jointly with NASA. It is illustrated with numerous previously unreleased photos and line drawings.

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 Concorfski, 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 Unfortunately, its career proved to be brief; two accidents and a powerful anti-Tu-144 lobby caused the type to be withdrawn in May 1978.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 It is illustrated with color side views and previously unpublished photographs.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.

A Qualitative Piloted Evaluation of the Tupolev Tu-144 Supersonic Transport Robert A. Rivers,2000 Two U.S. research pilots evaluated the Tupolev Tu-144 supersonic transport aircraft on three dedicated flights: one subsonic and two supersonic profiles. The flight profiles and maneuvers were developed jointly by Tupolev and U.S. engineers. The vehicle was found to have unique operational and flight characteristics that serve as lessons for designers of future supersonic transport aircraft. Vehicle subsystems and observed characteristics are described as are flight test planning and ground monitoring facilities. Maneuver descriptions and extended pilot narratives for each flight are included as appendices.

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.

Joint US/Russia TU-144 Engine Engine Ground Tests Waldo A. Acosta,1997 Two engine research experiments were recently completed in Moscow, Russia using an engine from the Tu-144 supersonic transport airplane. This was a joint project between the United States and Russia. Personnel from the NASA Lewis Research Center, General Electric Aircraft Engines, Pratt & Whitney, the Tupolev Design Bureau, and IBP Aircraft LTD worked together as a team to overcome the many technical and cultural challenges. The objective was to obtain large scale inlet data that could be used in the development of a supersonic inlet system for a future High Speed Civil Transport (HSCT). The first experiment studied the impact of typical inlet structures that have trailing edges in close proximity to the inlet/engine interface plane on the flow characteristics at that plane. The inlet structure simulated the subsonic diffuser of a supersonic inlet using a bifurcated splitter design. The centerbody maximum diameter was designed to permit choking and slightly supercritical operation. The second experiment measured the reflective characteristics of the engine face to incoming perturbations of pressure amplitude. The basic test rig from the first experiment was used with a longer spacer equipped with fast actuated doors. All the objectives set forth at the beginning of the project were met.

A Qualitative Piloted Evaluation of the Tupolev Tu-144 Supersonic Transport National Aeronautics and Space Administration (NASA),2018-05-29 Two U.S. research pilots evaluated the Tupolev Tu-144 supersonic transport aircraft on three dedicated flights: one subsonic and two supersonic profiles. The flight profiles and maneuvers were developed jointly by Tupolev and U.S. engineers. The vehicle was found to have unique operational and flight characteristics that serve as lessons for designers of future supersonic transport aircraft. Vehicle subsystems and observed characteristics are described as are flight test planning and ground monitoring facilities. Maneuver descriptions and extended pilot narratives for each flight are included as appendices.Rivers, Robert A. and Jackson, E. Bruce and Fullerton, C. Gordon and Cox, Timothy H. and Princen, Norman H.Armstrong Flight Research Center; Langley Research CenterFLIGHT CHARACTERISTICS; FLIGHT TESTS; SUPERSONIC TRANSPORTS; TU-144 AIRCRAFT; PROVING; ENGINEERS; FLIGHT PATHS; TUPOLEV AIRCRAFT; TRANSPORT AIRCRAFT

Soviet SST, Techno-Politics of the Tupolev-144 Moon, Sis,Howard Moon,1990-10-01

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.

Aérospatiale/British Aerospace Concorde Günter G. Endres,2001 This volume provides an overview of the development of supersonic transport aircraft, and the so far unsuccessful projects to produce a second-generation SST. It includes a study not just of Concorde, but also the Tupolev TU-144, and an account of the crash of the 25th of July 2000.

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.

Soviet SST Howard Moon,1989 Historien om udviklingen af Soviets supersoniske transportfly, der blev stoppet i 1984 efter to fatale crash

The World's Most Powerful Civilian Aircraft Paul E. Eden,2016-12-15 The World's Most Powerful Civilian Aircraft profiles many types, from cargo transports and freighters, through flying boats, passenger airliners, and business jets. Featured aircraft include the Ford Trimotor “Tin Goose,” one of the great workhorses of early aviation history; the supersonic Tupolev Tu-144 “Charger” and Concorde, Cold War competitors in aviation excellence; and the most popular passenger aircraft of the present, including the Boeing 747 and Airbus A380. Each entry includes a brief description of the model’s development and history, a profile view,

key features, and specifications. Packed with more than 200 artworks and photographs, this is a colorful guide for the aviation enthusiast.

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.

Concorde Jonathan Glancey,2015-10-01 In Concorde, Jonathan Glancey tells the story of this magnificent and hugely popular aircraft anew, taking the reader from the moment Captain Chuck Yeager first broke the sound barrier in 1947 through to the last commercial flight of the supersonic airliner in 2003. It is a tale of national rivalries, technological leaps, daring prototypes, tightrope politics, and a dream of a Dan Dare future never quite realized. Jonathan Glancey traces the development of Concorde not just through existing material and archives, but through interviews with those who lived with the supersonic project from its inception. The result is a compelling mix of overt technological optimism, a belief that Britain and France were major players in the world of civil as well as military aviation, and faith in an ever faster, ever more sophisticated future. This is a celebration, as well as a thoroughly researched history, of a truly brilliant machine that became a sky god of its era.

Concorde Kenneth Owen,2001 This book is an attempt to explain the technology of the world's most beautiful aeroplane, both for those with a professional interest and for the general reader. So began the introduction to the classic Concorde: New Shape in the Sky, the original edition of this book, published in 1982. The story is here brought up to date for the new millennium, covering some 20 years continued airline service, a decade of research effort to explore the prospects for a second-generation supersonic transport (SST), and the crucial implications of the tragic accident at Gonesse, France, on 25 July 2000. The story of the world's only successful supersonic transport is told largely in the words of the participants -- the scientists, designers and engineers, pilots, civil servants and managers. Their words bring the project to life; their achievement is unique. Neither of the rival contenders matched this success. The planned American SST had been aborted by the US Congress in 1971, and the Russian rival, the Tupolev Tu-144, failed in service -- though, ironically, it re-emerged in 1996-99 as a supersonic flying laboratory for the American High Speed Research programme. In a new, final chapter, the book traces the sequence of events leading to the July 2000 accident at Gonesse and describes the outcome of the meticulous investigation that followed. The author concludes by drawing together the main lessons to be learned from the truly heroic endeavour that is the Concorde project.

Tupolev Tu-2, Sukhoi Utb-2, Shcherbakov Shche-2 Lechosław Musiałkowski,2020-04-10 The next book in the popular Polish Wings series is on the famous Russian WW2 bombers and trainers in Polish Air Forces. Covers duty of these aircraft during WW2 and postwar period.More than 120 photos, mostly unpublished, and many colour profiles.Book covers: Tu-2, UTB-2 and Shche-2 aircraft

Flight Test Measurements From The Tu- 144LL Structure/Cabin Noise Experiment Stephen Anthony Rizzi,2000

Tupolev Tu-160 Yefim Gordon,Dmitriy Komissarov,2016-11-28 Developed as the answer to the American B-1, the Tupolev Tu-160 was the Soviet Union s most potent strategic bomber. Several project versions were rejected, and a highly controversial contest involving some of the Soviet Union s top-class aircraft design companies took place before the Tu-160 variable-geometry bomber reached the hardware stage. Its design made use of many advanced features not used previously on Soviet bombers. While being a nuclear deterrent for most of its career, the Tu-160 has recently seen actual combat in the war on terrorism. The Tu-160 story is not over yet, since Russia is now resuming production of the type to bolster its strategic potential. The book gives the type s complete development, test and service history of the Tu-160, including such intriguing episodes as the type s overseas deployment to Venezuela, and the flight of a Tu-160 with Russian President Vladimir Putin aboard. It is richly illustrated with color photos and original factory drawings. A comparison is made of the Tu-160 and its American counterpart, the B-1.

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

Airliners of the 1970s Gerry Manning,2005 In a highly pictorial look at a decade which saw much change in the world air travel scene, well-traveled aviation photographer Gerry Manning has assembled an exciting collection of images from all over the globe. Over 60 different types are featured, from the propliners still hard at work to newly-introduced Concorde and Tupolev Tu-144 supersonic transports. It was a decade which saw the first Boeing 747 services and introduction of the first Airbus product: the A300. Helicopters ferried between the skyscrapers of Manhattan and from the Scottish mainland to North Sea oilrigs. In a period of transition, early jets like the CV-880 and DC-9 flew alongside turboprops like Viscount and Electra and piston Convairs and DC-6s. Carvairs plied their specialized trade, Martin 4-0-4s were still in use as feederliners and the Warsaw Pact countries provided a captive market for the vast Soviet aviation industry. Detailed captions give the background to the images and the fate of the aircraft and operators depicted. This attractive all-color publication is a valuable reference for enthusiasts, historians, modelers, or anyone in need of an infusion of nostalgia.

The book delves into Tupolev Tu 144. Tupolev Tu 144 is an essential topic that needs to be grasped by everyone, ranging from students and scholars to the general public. This book will furnish comprehensive and in-depth insights into Tupolev Tu 144, encompassing both the fundamentals and more intricate discussions.

1. This book is structured into several chapters, namely:

- Chapter 1: Introduction to Tupolev Tu 144
- Chapter 2: Essential Elements of Tupolev Tu 144
- Chapter 3: Tupolev Tu 144 in Everyday Life
- Chapter 4: Tupolev Tu 144 in Specific Contexts
- Chapter 5: Conclusion

2. In chapter 1, this book will provide an overview of Tupolev Tu 144. This chapter will explore what Tupolev Tu 144 is, why Tupolev Tu 144 is vital, and how to effectively learn about Tupolev Tu 144.

3. In chapter 2, the author will delve into the foundational concepts of Tupolev Tu 144. This chapter will elucidate the essential principles that need to be understood to grasp Tupolev Tu 144 in its entirety.

4. In chapter 3, the author will examine the practical applications of Tupolev Tu 144 in daily life. The third chapter will showcase real-world examples of how Tupolev Tu 144 can be effectively utilized in everyday scenarios.

5. In chapter 4, this book will scrutinize the relevance of Tupolev Tu 144 in specific contexts. The fourth chapter will explore how Tupolev Tu 144 is applied in specialized fields, such as education, business, and technology.

6. In chapter 5, the author will draw a conclusion about Tupolev Tu 144. This chapter will summarize the key points that have been discussed throughout the book.

This book is crafted in an easy-to-understand language and is complemented by engaging illustrations. It is highly recommended for anyone seeking to gain a comprehensive understanding of Tupolev Tu 144.

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