

Tupolev Tu 160

E. Gordon,Yefim Gordon

Tupolev Tu-160 Blackjack Yefim Gordon,2003 This book gives the full story of how the Soviet Union's most potent strategic bomber, the Tupolev Tu-160 (known to the Western world as the Blackjack) was designed, built and put into operational service. The author reveals many unknown aspects of the Tu-160 story, including the development tender in which many of the Soviet Union's top-class aircraft design companies participated. Bolstering its strategic potential in order to offset the reduction in ballistic missiles, Russia is now resuming production of the Tu-160.

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 Bombers David Donald,2003-02 With the end of World War II and the dawn of the nuclear age, the world's new superpowers (while allied for the defeat of Germany) entered a period of hostility marked by sharply opposing ideologies, proxy wars and the continuing threat of nuclear confrontation. The so-called Cold War spawned rapid development of dozens of new aircraft whose purpose was to enable one side to mount a devastating nuclear attack on the other, or protect against just such a strike from the opposing side. Russia's Tupolev design bureau was tasked with creating a series of long-range nuclear bombers capable of penetrating U.S. defenses. All of them captured the imagination of those with a professional or personal interest in military aviation-and continue to fascinate, even today. This title offers in-depth profiles of Russia's infamous long-range nuclear bombers, including the Tu-16 'Badger', Tu-95MS 'Bear-H', Tu-142 'Bear-F', Tu-22 'Blinder', Tu-22M 'Backfire', and Tu-160 'Blackjack'.

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.

Soviet Strategic Aviation in the Cold War E. Gordon,Yefim Gordon,2009 Born in the 1930s, the Soviet Air Force's long-range bomber arm (known initially as the ADD and later as the DA) proved itself during the Second World War and continued to develop in the immediate post-war years, when the former allies turned Cold War opponents. When the strategic bomber Tu-4 was found to be too 'short-legged' to deliver strikes against the main potential adversary - the USA, both Tupolev and Myasishchev OKBs began the task by creating turbine-engined strategic bombers. By the Khrushchev era in the mid/late 1950's the Soviet defence industry and aircraft design bureaux set about adapting the bombers to take air-launched missiles for use against land and sea targets and in 1962 the DA fielded its first supersonic aircraft - the Tu-22 Blinder twinjet, which came in pure bomber and missile strike versions. The Brezhnev years saw a resurgence of strategic aviation with the Tu-22M Backfire 'swing-wing' supersonic medium bomber entering service in the mid-1970s followed in 1984 by the Tu-95MS Bear-H and Tu-160 Blackjack which were capable of carrying six and 12 air-launched cruise missiles respectively. Soviet Strategic Aviation in the Cold War shows how the DA's order of battle changed in the period from 1945 to 1991. Major operations including the air arm's involvement in the Afghan War, the Cold War exercises over international waters in the vicinity of the 'potential adversary' and the shadowing of NATO warships are covered together with details of Air Armies, bomber divisions and bomber regiments, including their aircraft on a type-by-type basis. Over 500 photos, most of which are previously unpublished in the West, are supplemented by 61 colour profiles, colour badges and line drawings of the aircraft and their weapons, making this an essential reference source for the historian and modeller alike.

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 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-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-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.

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-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.

Soviet Strategic Bombers Jason Nicholas Moore,2018-06-30 The history of Soviet strategic bombers after the Second World War is a fascinating one: from the reverse-engineering of interned American Boeing B-29 bombers into the first Soviet strategic bomber, the Tu-4; to the huge jet and turbo-prop powered aircraft of today's Russian Air Force. This comprehensive history of these aircraft will deal not just with the development of aircraft that entered service, but of experimental aircraft as well, and projects that were never even built will also be explored. The service life of these bombers will be covered, including both active and retired aircraft, and their use outside of the Soviet Union, in places such as the Middle East and Afghanistan, will be described in detail. The Soviet Union built some of the first jet-powered strategic bombers, and the Tu-95 Bear, the only swept-winged turbo-prop bomber to ever enter service, remains in service to this day. Less successful aircraft, like the graceful but problem-plagued supersonic Tu-22 Blinder, and the Mach 3 Sukhoi T-4 will also be examined.

Russia 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).

Russian Bombers David Baker,2023-08-04 Strategic bombing had proved decisive in helping the Western allies bring Nazi Germany to its knees during the Second World War but the Soviet Union had never developed an equivalent capability - an oversight it would rapidly address as the cold war began in earnest. Immense efforts to reverse-engineer interned American B-29 Superfortresses resulted in the fearsome Tupolev Tu-4 - and heralded a bold new era of heavy bomber design in Russia and across the Soviet Union. Within a few short years, the advanced swept-wing Tu-16 jet bomber, codenamed Badger by NATO had made its first flight. This was swiftly followed by the legendary turboprop-powered Tu-95, codenamed Bear, which remains a symbol of Russian air power today. Less than a decade later, the Soviet Union was flying the mighty long-range Myasishchev M-4 Bison and the supersonic Tu-22 Blinder, both of which raised grave concerns in the West when their existence became known. By the early 1970s, the highly capable Tu-22M Backfire had joined the Soviet arsenal and then, as the Iron Curtain fell and the world changed, so too did Russian bomber technology. Secret advancements in stealth and precision strike capabilities led to the creation of the Tu-160 Blackjack, a supersonic behemoth capable of carrying a devastating payload of cruise missiles. But the story doesn't end there; the turbulent post-Soviet era saw Russia reemerge onto the global stage with a succession of upgrade programs taking the venerable Tu-95, the Tu-22M and Tu-160 into the modern age with cutting-edge systems and weapons. From the depths of history to the forefront of modern warfare, Russian Bombers showcases the remarkable engineering prowess, strategic innovation, and indomitable spirit that define these iconic warplanes. Through meticulous research and gripping narratives, author David Baker sheds light on the pivotal role Russian bombers have played - and continue to play - in shaping world events.

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-22/TU-22M Yefim Gordon,Sergey Komissarov,2012-07-05 The Tupolev Tu-22 Blinder and Tu-22M Backfire led the Soviet Union's supersonic bomber air force from the 1960s, although the two aircraft were very different. The Tu-22—nicknamed Blinder by NATO—was the pioneering supersonic bomber in the USSR, entering production in 1960. The first Tu-22B aircraft entered Soviet service in 1962 and the aircraft continued into production until 1969 through several variants, including reconnaissance and electronic warfare versions. The aircraft was a mixed success as its performance compared unfavorably the Tu-16. It was also sold abroad to Libya and Iraq. The Tu-22M Backfire was developed by Tupolev during the 1960s when the Tu-22's shortcomings became

apparent. The variable-geometry wings in the new design improved performance considerably and the new aircraft entered service in 1972 in the strategic bomber role and it was used in this capacity in the 1979–1989 war against Afghanistan. Yefim's Gordon's unparalleled access to information on Russian aviation makes this the most complete book published on this fascinating aircraft. *Russian Strategic Aviation Today* E. Gordon,Yefim Gordon,Dmitrii Komissarov,2010 Russian Strategic Aviation Today includes a development and design history of the Blackjack, Bear and Backfire, their armament, unit badges and insignia of the Russian units operating them. Backed up by around 600 photographs, many previously unreleased, detailed line drawings and colour profiles including individual names and nose art, this book provides a wealth of information for the historian and modeler alike.

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-22M Yefim Gordon,2004-03-24 - Covers the development and service history of the Tu-22M, first proposed to the Soviet government as a modification of the existing Tu-22 'Blinder' but later proving to have virtually nothing in common with the Blinder. - After the Soviet Union's demise, the type continued to be operated by Russia and the Ukraine. - Contains 200 black & white and color photos.

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