

Tupolev Tu 95 Bear Strategic Bomber Aircraft Paper Model.jpg

John Forbat

Tupolev Tu-95 Bear E. Gordon, Yefim Gordon, Peter Davison, 2006 During the 1940s, the Soviet government, knowing of the American nuclear program, elected to begin work on its own nuclear weapon program. The goal was to create and test the first Soviet atomic bomb within a short time interval to counter a major postwar threat from the West. An important secondary concern became apparent: how to deliver that weapon to the target. Thus, the Tu-95 Bear and the Tu-142, its close relative, were born. The Tu-95 is a large, heavy strategic bomber with a slim fuselage, swept wings, and four powerful turboprop engines driving counter-rotating propellers. It remained in production as a maritime patrol aircraft and cruise missile carrier more than 30 years after it was first produced. The aircraft was revolutionary in the application of a swept wing and turbine powerplants. Yefim Gordon and Peter Davison are the authors of other Specialty Press titles such as Mikoyan Gurevich MiG-15 Fagot, Mikoyan Gurevich MiG-29 Fulcrum, and Sukhoi Su-27 Flanker. Together they use over 200 photos to illustrate the story of the Tu-95. Topics covered include design, development, structural detail, international production, trials, comparisons, and much more.

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.

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-114 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-114 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-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-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.

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.

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-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.

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.

Myasishchev M-4 And 3M Yefim Gordon, Dmitriy Komissarov, 2021-07-28 When the Myasishchev design bureau was reborn in 1951, it was immediately tasked with creating a high-speed strategic bomber to balance the threat posed by NATO's heavy bombers, notably the B-52. Designated M-4 and code-named Bison by NATO, the new four-turbojet bomber was developed within an incredibly short time--just one year. It made use of many innovative features, including a bicycle landing gear, and was designed around the most powerful jet engine of the day. It became the progenitor of a small family of bombers and refueling tankers, including the much-improved 3M and its versions. Many of the intended versions never materialized, and the Bison had its share of problems, but it came at just the right time, providing a valuable nuclear deterrent, and remained in service for 40 years until retired in compliance with the START treaty. The book charts the first Soviet strategic jet bomber's development and operational history. It includes the story of how the 3M was adapted to carry components of the Energiya/Buran space transport system as the VM-T Atlant outsize cargo transporter.

Pattern Recognition William Gibson, 2004-06-24 'Part-detective story, part-cultural snapshot . . . all bound by Gibson's pin-sharp prose' Arena -----
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Russia's Military Strategy and Doctrine Glen E. Howard, Matthew Czekaj, 2019-04-09 Russia's Military Strategy and Doctrine is designed to educate Russia watchers, policymakers, military leaders, and the broader foreign policy community about the Russian Armed Forces and security apparatus across the full spectrum of geographic, doctrinal and domain areas. Each chapter addresses a different strategic-level issue related to the Russian military, ranging from naval and maritime doctrine, to the role nuclear weapons play in its strategy, to cyber and electromagnetic warfare, to Moscow's posture in the Arctic or the Black Sea, to the lessons its Armed Forces have learned from their ongoing operations in Syria and eastern Ukraine. And each section of the book is written by one of the world's foremost experts on that theme of Russia's military development. The key questions emphasized by this book include how Russia fights wars and how its experiences with modern conflicts are shaping the evolution of Russia's military strategy, capabilities and doctrine. The book's value comes not only from a piecemeal look at granular Russian strategies in each of the theaters and domains where its Armed Forces may act, but more importantly this study seeks to present a unifying description of Russia's military strategy as a declining but still formidable global power. Russia's Military Strategy and Doctrine will be an essential reference for US national security thinkers, NATO defense planners and policymakers the world over who must deal with the potential military and security challenges posed by Moscow.

Battle Flight Chris Gibson, 2012 From the origins of net centric warfare in the 1940s, the Stage Plans of the 1950s, and the change of threat from aircraft to the ballistic missile, Battle Flight examines the steps taken to protect the British populace from nuclear Armageddon. Following WWII, Britain's air defences comprised a mix of interceptors and anti-aircraft guns that were tailored to counter mass bomber raids by piston-engine aircraft. These defences were rendered obsolete by the jet engine and the atomic bomb and the search for a cost-effective anti-aircraft system began. Interceptors were the obvious first line of defence and would remain so to this day, but unguided rockets and new surface-to-air guided-weapons (SAGW) were also examined. Wartime advances in guided weapons had ended, the teams dispersed, and the work forgotten, but such weapons were soon prioritized. Defensive weapons required control systems and plans were drawn up to integrate radar, command, control, and interception. These plans (Nucleus, Igloo, Rotor, Ahead, and Linesman) changed radically over a 20-year period, reflecting the rapid advance of technology in the post-war period. The 1960s saw stabilization with the interceptors as the main defence and SAMs to protect the V-bomber bases. All thoughts of ABMs were discarded, as the ballistic missile became the primary deterrent on both sides. By the 1980s the advent of long-range interceptors such as Tornado saw a change in the protection of north Atlantic convoys from Soviet attacks. As the 21st century dawned the

spectre of terrorism and airborne threat changed to include the possibility of shooting down hijacked airliners, Britain's air defences diminished to 5 squadrons of Typhoons and the Aster SAMs of the Royal Navy, and Russian Air Force's Blackjacks and Bears still make forays into Britain's air defence zone. *Battle Flight* provides an in-depth examination of the history of Britain's air defence offering an insight into evolution up to the present day.

Development of the B-52 Lori S. Hawthorne-Tagg, 2004

Fundamentals of Aircraft and Rocket Propulsion Ahmed F. El-Sayed, 2016-05-25 This book provides a comprehensive basics-to-advanced course in an aero-thermal science vital to the design of engines for either type of craft. The text classifies engines powering aircraft and single/multi-stage rockets, and derives performance parameters for both from basic aerodynamics and thermodynamics laws. Each type of engine is analyzed for optimum performance goals, and mission-appropriate engines selection is explained. *Fundamentals of Aircraft and Rocket Propulsion* provides information about and analyses of: thermodynamic cycles of shaft engines (piston, turboprop, turboshaft and propfan); jet engines (pulsejet, pulse detonation engine, ramjet, scramjet, turbojet and turbofan); chemical and non-chemical rocket engines; conceptual design of modular rocket engines (combustor, nozzle and turbopumps); and conceptual design of different modules of aero-engines in their design and off-design state. Aimed at graduate and final-year undergraduate students, this textbook provides a thorough grounding in the history and classification of both aircraft and rocket engines, important design features of all the engines detailed, and particular consideration of special aircraft such as unmanned aerial and short/vertical takeoff and landing aircraft. End-of-chapter exercises make this a valuable student resource, and the provision of a downloadable solutions manual will be of further benefit for course instructors.

Atomic Adventures: Secret Islands, Forgotten N-Rays, and Isotopic Murder: A Journey into the Wild World of Nuclear Science James Mahaffey, 2017-06-06 The latest investigation from acclaimed nuclear engineer and author James Mahaffey unearths forgotten nuclear endeavors throughout history that were sometimes hair-brained, often risky, and always fascinating. Whether you are a scientist or a poet, pro-nuclear energy or staunch opponent, conspiracy theorist or pragmatist, James Mahaffey's books have served to open up the world of nuclear science like never before. With clear explanations of some of the most complex scientific endeavors in history, Mahaffey's new book looks back at the atom's wild, secretive past and then toward its potentially bright future. Mahaffey unearths lost reactors on far flung Pacific islands and trees that were exposed to active fission that changed gender or bloomed in the dead of winter. He explains why we have nuclear submarines but not nuclear aircraft and why cold fusion doesn't exist. And who knew that radiation counting was once a fashionable trend? Though parts of the nuclear history might seem like a fiction mash-up, where cowboys somehow got a hold of a reactor, Mahaffey's vivid prose holds the reader in thrall of the infectious energy of scientific curiosity and ingenuity that may one day hold the key to solving our energy crisis or sending us to Mars.

TSR2 Precision Attack to Tornado John Forbat, 2012-05-30 Included are details on the ground-breaking navigation and attack system, its Cold War context, its requirements and the development of ATF (advanced terrain

following), and in-depth analysis of automatic flight control systems, analogue and digital simulations at Weybridge and the reconnaissance pack for mapping enemy territory. It finishes with a look at the final throes of TSR2's cancellation by the Labour government in 1965.

Worldwide Aeromedical Evacuation United States. Department of the Army,1985

Flying Aircraft Carriers of the USAF Brian Lockett,2008-09-11 Project FICON (Fighter conveyer): In the early 1950s, the Air Force conducted a series of experiments to establish the feasibility of carrying, launching, and retrieving jet reconnaissance airplanes from giant Convair RB-36 bombers. It was hoped that the bombers would carry the reconnaissance jets to the perimeter of the Soviet Union and then release them to penetrate the air defenses. Tests of the concept were conducted in 1952 and 1953 with a Republic F-84E Thunderjet and the YF-84F Thunderstreak prototype. Twenty-six Republic RF-84F Thunderflashes and ten Convair GRB-36D carriers were modified for the project. In 1955, a squadron of carriers was established at Fairchild Air Force Base, Washington. A squadron of parasites was established at nearby Larson Air Force Base. Training operations began in December 1955, but the composite aircraft system faced competition from the Boeing RB-52B, Lockheed U-2, and the development of aerial refueling.

The B-2 Spirit E. E. Basmadjian,2002-12-15 Discusses the history of the B-2 Spirit stealth bomber and its use in the military campaigns in Afghanistan after the September 11, 2001, terrorist attacks.

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