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John Godwin

King of Fighters -- Nikolay Polikarpov and His Aircraft Designs Mikhail Maslov, 2021-01-19 In the century-long history of the conquest of the sky there have been a number of outstanding personalities. Among them is the name of designer Nikolay Polikarpov (1892-1944), which is inseparably associated with the best achievements of the Russian and Soviet aviation. His practical activity in the aircraft industry began upon graduation from the Petersburg Polytechnic Institute in 1916. Aged 25, Polikarpov was sent to the Russo-Baltic Wagon Factory (RBWF), where the four-engined Ilya Muromets bombers designed by Igor Sikorsky were being built at that time. Later, beginning from August 1918, he worked in Moscow at the Dux aircraft factory. For several years, he was engaged in improving products manufactured by the factory, and upgrading production aircraft to accommodate the available engines, equipment and materials. From 1922, Polikarpov focused his attention on fighter aircraft, creation of which was a priority for him during the following years. The first of them was the IL-400 monoplane, designated I-1 by the Air Force. The monoplane was followed by biplanes including the 2I-N1 (1925), the I-3 (1927), the D-2 (1928), and the I-6 (1929). It was specialization in fighter aircraft which, from then on, became his mission in life. At the peak of his career as a designer, Polikarpov was informally styled 'the King of Fighters', which was quite in line with the level of his merits and achievements. In the 1930's, the TsKB-3 (I-15) and TsKB-12 (I-16) fighters were designed under Polikarpov's supervision. These aircraft were the designer's undoubtable success. They also were the main combat fighters in service with the Red Army Air Force. For the creation of the I-15 and the I-16 fighters, Polikarpov was awarded the Order of Lenin in 1935, and the Order of the Red Star a year later. In the 1930's, Nikolay Polikarpov devised a lot of aircraft of various designs, the majority of which can be described as 'advanced' and 'innovative'. In 1940, Polikarpov was granted the degree of the Doctor of Engineering and the title of the Chief Designer of the highest category. In the same year, he was awarded the title of the Hero of Socialist Labor. A year later, he became a recipient of the Stalin Prize. The gifted Soviet engineer was destined to live only 52 years. On 30 July 1944, Nikolay Polikarpov died of a rapidly evolving oncological disease. To venerate his memory, the U-2 trainer has ever since been designated the Po-2 (Polikarpov-2). The book which is presented to the reader describes all Polikarpov's original projects, both those put into reality and unimplemented ones. It took the author many years to prepare for the creation of the book. The author studied materials on the respective topics in all Russian archives, and made use of remembrances of Polikarpov's contemporaries and publications by other researchers. For purposes of clarity and in order to facilitate publication, the author split the book on Nikolai Polikarpov's aircraft into two parts - the 'Biplane Era' and the 'Monoplane Era'. Indeed, during the designer's activity from 1918 through to 1932, he devoted himself predominantly to creating biplanes. For the 1920's, the biplanes were a preferable option; they were more common, more reliable, better studied, and even more desirable for the Red Army Air Force. The first design of the IL-400 (I-1) monoplane fighter appeared as early as 1923; however, it was through its novelty and unpredictability that the aircraft failed to achieve the deserved success. It should be noted that the U-2 (Po-2) and the R-5 biplanes, which were created during that period, became one of the best Polikarpov aircraft, and brought him recognition as a reputed designer. In the 1930's, Nikolai Polikarpov's activity reached its pinnacle. It was during that period that he created his advanced monoplanes such as the I-16, the I-17, the VIT-2, and others. He continued his fruitful and quite successful activity in the area of creating modern aircraft during the war of 1941--45 as well.

King of Fighters Mikhail Maslov, 2019-07 Nikolay Polikarpov (1892-1944) is inseparably associated with the best achievements of Russian and Soviet aviation. His practical activity in the aircraft industry began upon graduation from the Petersburg Polytechnic

Institute in 1916. In the 1930s, the TsKB-3 (I-15) and TsKB-12 (I-16) fighters were designed under Polikarpov's supervision. These
Encyclopedia of Twentieth Century Air Warfare Chris Bishop,2001 Provides a complete history of aerial warfare from 1911 to the Gilf War; comprehensive text describes each campaign in detail; first-hand accounts of combat action from the pilots who fought; contains hundreds of contemporary photographs, many in color; lavishly illustrated with highly detailed color profiles and three-view artworks of the main aircraft types throughout history.

Rockets and People Volume I (NASA History Series. NASA Sp-2005-4110) Boris Chertok,2005-01-01 Much has been written in the West on the history of the Soviet space program, but few Westerners have read direct first-hand accounts of the men and women who were behind the many Russian accomplishments in exploring space. The memoir of academician Boris Chertok, translated from the original Russian, fills that gap. Chertok began his career as an electrician in 1930 at an aviation factory near Moscow. Thirty years later, he was deputy to the founding figure of the Soviet space program, the mysterious Chief Designer Sergey Korolev. Chertok's 60-year-long career and the many successes and failures of the Soviet space program constitute the core of his memoirs, *Rockets and People*. In these writings, spread over four volumes (volumes two through four are forthcoming), academician Chertok not only describes and remembers, but also elicits and extracts profound insights from an epic story about a society's quest to explore the cosmos. This book was edited by Asif Siddiqi, a historian of Russian space exploration, and General Tom Stafford contributed a foreword touching upon his significant work with the Russians on the Apollo-Soyuz Test Project. Overall, this book is an engaging read while also contributing much new material to the literature about the Soviet space program.

The Grand Duke Yann,2012-12-04 The Eastern Front during WWII: Oberleutnant Wulf, a young Luftwaffe pilot, is horrified by Nazi barbarism and at odds with his fellow pilots, even as he finds himself taking to the skies to fight the infamous Night Witches — the 588th Night Bomber Regiment, the most decorated female unit in the Soviet Air Force. Motivated only by his desire to return home to his daughter, Romy, Wulf tries to survive the increasingly desperate and ferocious Eastern Front, while Lilya, the Red Witch, leads her comrades against the German invaders.

Hurricane Leo McKinstry,2011-01-06 In the summer of 1940 the fate of Europe hung in the balance. Victory in the forthcoming air battle would mean national survival; defeat would establish German tyranny. The Luftwaffe greatly outnumbered the RAF, but during the Battle of Britain it was the RAF that emerged triumphant, thanks to two key fighter planes, the Spitfire and the Hurricane. The Hurricane made up over half of Fighter Command's front-line strength, and its revolutionary design transformed the RAF's capabilities. Leo McKinstry tells the story of the remarkable plane from its designers to the first-hand testimonies of those brave pilots who flew it; he takes in the full military and political background but always keeps the human stories to the fore - to restore the Hawker Hurricane to its rightful place in history.

Women War Photographers Anne-Marie Beckmann,Felicity Korn,2019-09-03 Discover eight remarkable women war photographers who have documented harrowing and unforgettable crises and combat around the world for the past eighty years. Women have been on the front lines of war for more than a century. With access to places men cannot go, the women who photograph war lend a unique perspective to the consequences of conflict. From intimate glimpses of daily life to the atrocities of war, this exhibition catalog reveals the range and depth of eight women photographers' contributions to wartime photojournalism. Each photographer is introduced by a brief, informative essay followed by reproductions of a selection of their works. Included here are

images by Lee Miller, who documented the liberation of Dachau and Buchenwald. The first woman journalist to parachute into Vietnam, Catherine Leroy was on the ground during the Tet Offensive. Susan Meiselas raised international awareness around the Somoza regime's catastrophic effects in Nicaragua. German reporter Anja Niedringhaus worked on assignment in nearly every major conflict of the 1990s, from the Balkans to Libya, Iraq to Afghanistan. The work of Carolyn Cole, Françoise Demulder, Christine Spengler, and Gerda Taro round out this collective profile of courage under pressure and of humanity in the face of war.

Where Eagles Never Flew Helena P. Schrader, 2020-11-11 This superb novel about the Battle of Britain, based on actual events and eye-witness accounts, shows this pivotal battle from both sides of the channel through the eyes of pilots, ground crews, staff -- and the women they loved.

Hawker Hurricane Ilc, 2021-07-05 This book compiles 4-view color profiles, scale plans, and photo details of the single variant of the Hawker Hurricane Ilc. Scale plans in 1/72 and 1/48 scales plus drawings from wartime technical manuals. Also includes photos of the details in B&W and color and 4-view color profiles of the Hawker Hurricane Ilc flown by Sgt Antoni Beda.

Airplane Structures United States. War Department, 1941

The Hamlyn Concise Guide to British Aircraft of World War II David Mondey, 2001-09-01 This volume provides a useful guide to the aircraft manufactured in Britain during WWII, including such fighters as Spitfire, Hurricane, and Tempest; bombers such as Blenheim, Halifax, and Wellington; and a miscellany of other aircraft such as Sunderland, Anson, Tiger Moth, and Austers.

Wings That Stay on Edward V. Coggins, 2000-05-01 From the Preface: This book was required. As a former professor of military history at the American Military University (AMU) and a retired USAF Colonel, I wanted to teach a course on the effects of fighter aviation in war. In addition, I wanted to create a course that was a hands-on approach to fighter aviation history. Having flown USAF fighters for more than 20 years, I felt I had a good working knowledge of fighter aviation, but when I researched the subject I found I would have to ask my students to read scores of books to provide the background they would need. There was no single-source book that covered everything I wanted to cover. I determined to write that book. I wanted to write a straightforward book in plain language that would not bore fighter pilots and at the same time that would be simple enough to be attractive to laymen as well as air power historians. That is what I have done, I have covered some detailed thoughts about fighter flying in what Southern Americans might call biscuits and gravy language. The overriding premise of the text, is that the fighter has been the key element in the air power equation and continues in that role today although this role may be changing with the advent of good, reliable, beyond visual range air-to-air missiles. This view has not been universally held over the years; however, it is a view that has been held by fighter pilots since the advent of the fighter. More and more historians are beginning to support this view. Table of Contents: World War I; Fighter Development Between Wars; The Air Wars Between World Wars; Fighter Development In World War II; The Korean War; The Fighter In The Vietnam War; The Arab-Israeli Wars; The India-Pakistani Conflicts; The Air War In The Falklands; Soviet Experience In Afghanistan; The Persian Gulf War; The Future; Summary And Conclusions.; Appendices Definitions.

American Combat Planes Ray Wagner, 1968

B-29 Superfortress Units of the Korean War Robert F Dorr, 2012-12-20 This book is the story of a majestic bomber of the propeller era flying perilous combat missions against a sleek, nimble warplane of the jet age, the Soviet MiG-15. A very heavy bomber and a sky giant during World War 2, at that time the B-29 was the most advanced combat aircraft in the world. By the time North Korea attacked

its southern neighbour in 1950, the B-29 had been reclassified a medium bomber. Many of its crew members had fought their war and settled down to raise families and begin careers only to be recalled to fight another war on a distant Asian peninsula.

Corky Meyer's Flight Journal Corwin H. Meyer, 2006 Designing high-performance military aircraft in the slide-rule era was challenging. Being the first person to fly these airplanes and expand an aircraft's flight envelope was often very frightening, if not downright deadly. It is hard to believe that someone could really endure 22 years in this occupation, plus another 30 years in the aircraft industry, often leading the industry-wide transition from large, too-complicated piston engines to doggy, unreliable jet engines and from 300-mile-per-hour (barn doors through slippery transonic and supersonic airframes. But this is, in fact, the truly remarkable v if not virtually unparalleled v life story of Corky Meyer. In an occupation and time which killed many, if not most, this man had the brains, skill, and good luck to meet every challenge that faced him and survive to tell his amazing story. It is a story that covers the most important era in the history of flight, told by a man at the epicenter of the activity. *Corky Meyer's Flight Journal* is an electrifying tale of a very passionate and patriotic man, his wife and family, and of course his numerous sensational close calls as an experimental fighter test pilot.

Flight Before Flying David W. Wragg, 1974

Albatros Aces of World War 1 Part 2 Greg VanWyngarden, 2007-06-19 Nearly every German ace who flew before the summer of 1918 scored victories in Albatros fighters, whose introduction coincided with the development of the famous and highly successful Jagdstaffeln, the first true German fighter formations, which became a critical German air tactic and helped to wrest back air superiority from the Allies. After wreaking havoc in the skies over Arras the Albatros was eventually outclassed by succeeding generations of Allied aircraft, but still remained the most numerous and ubiquitous of all German fighters in World War I, with Albatros biplanes contributing almost two-thirds of the German fighters at the front during the Spring Offensive of 1918. This book, with its 32 color profiles, charts the unique markings and design of one of the most menacingly beautiful fighters of the war. Featuring famous and unsung aces, a multitude of first-hand accounts and original photographs, this book offers a fresh view into the experiences of the German pilots who endured a very different kind of war from the troops on the ground. While the soldiers confronted the dangers of No-Man's Land and faceless slaughter, the pilots endured deadly games of cat and mouse in the skies above the trenches.

Wings to the Cape John Godwin, 1971

Aerial Age, 1912

Airplane Aerodynamics Daniel Otto Dommasch, 1957

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