

Soviet Polikarpov R 5 Bomber Aircraft Paper Model.jpg

George Bradford

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.

Soviet Fighters of the Second World War Jason Nicholas Moore,2021-07-30 The Red Air Force had just started to re-equip with modern monoplane fighters when the Germans opened Operation Barbarossa, the invasion of the Soviet Union. Hundreds of fighters were destroyed in the first few days, but many of these were obsolete biplanes. Soviet Fighters of the Second World War details fighter development from the dark days of Barbarossa to eventual triumph over Berlin. Starting with outdated aircraft such as the Polikarpov Po-2 biplane and monoplane fighters, the Soviets then settled on two main lines of development: the inline-engine LaGG-3 and its radial-engine derivatives, the La-5 and La-7, and the inline-engine Yakovlev fighters, which were produced in greater numbers than any other series of fighters. Not only are these aircraft accurately described, but experimental fighters are also dealt with. In addition, colour profiles illustrate these aircraft in terms of design, camouflage and markings. From the I-15bis biplane of the late 1930s to the superb La-7 and Yak-3 fighters of the last year of the war, all Red Air Force fighters are covered in this comprehensive volume.

Polikarpov's Biplane Fighters Yefim Gordon,Keith Dexter,2002 The Soviet Polikarpov design bureau is perhaps best known for the I-16 fighter, the world's first monoplane fighter to have a retractable undercarriage. This aircraft is covered in Volume 3 of the Red Star series. This book explores the development of Polikarpov's fighting biplanes from the 2I-N1 to his first aircraft to see production; to the I-3 and the I-5 created while the designer was in prison. This design paved the way for the I-15 which earned fame as the Chato during the Spanish Civil War and also saw action against the Japanese, and the I-15bis which owed its existence mainly to Soviet Air Force's prejudice against gull wings; and the famous I-153 Chaika, a gull-wing biplane with retractable-landing gear. Experimental versions of this aircraft are also included in the book. A detailed account of the combat role of these aircraft is given as are structural descriptions. The book also includes details of the ill-starred I-190 which was to have superceded the Chaika and of privately owned I-15bis and I-153s which have been restored to airworthy condition.

Polikarpow Po-2 Grzegorz Plonski,2010-01-05 * Includes free decals and masking foil * Packed with color photos The Polikarpov Po-2 served as a general-purpose Soviet biplane. The reliable, uncomplicated and forgiving aircraft served as a trainer and crop-duster in peacetime as well as a low-cost ground attack, aerial reconnaissance, psychological warfare and liaison aircraft during war, proving to be one of the most versatile light combat types to be built in USSR. It is the second most produced aircraft, and the most produced biplane, in the history of aviation, with more than 40,000 built between 1928 and 1953. It remained in production for a longer period of time than any other Soviet-era aircraft. This album of detailed photographs is invaluable for the modeler or enthusiast alike. All photo captions are in English with a Polish summary provided. About the Series This is a classic series of highly illustrated books on the best machines of war, with several hundred photographs of each aircraft or vehicle. With close-up views of the key features of each machine, including its variations, markings and modifications, customizing and creating a model has never been easier. Includes extra features such as decals and masking foil.

The History of Soviet Aircraft from 1918 Václav Němeček,1986 Om de mange, hovedsagelig militære fly, der er produceret i Sovjetunionen siden 1918

Russian and Soviet Ground Attack Aircraft Alberto Trevisan,Anatoly P. Borovik,2020-09-24

Polikarpov I-15, I-16 and I-153 Aces Mikhail Maslov,2010-05-25 The I-15, I-16 and I-153 fighters were the world's first mass-produced fighters. A total of 17,000 Polikarpov fighters had been manufactured by the time their series production was terminated in 1941. Aircraft of the first series successfully operated in Spain with the Republicans during the civil war (1936-39), in Chinese hands against the Japanese (1937-38), and then with the Soviet Red Air Force again against the Japanese in Mongolia during the Nomonhan Incident (1939). Russian-flown fighter also saw action against the Finns in 1939-40 during the Winter War. By the time the Wehrmacht launched its surprise attack on the USSR on 22 June 1941, more than 20 Soviet pilots had made ace in Polikarpov fighters during these various conflicts. Still more aces were created in the first months of the German invasion, although losses suffered by the Soviet Air Force's five borderline military district units equipped with some 4000 I-15bis, I-153s, and I-16s were astronomical. Despite being thoroughly outclassed by the Bf 109E/F, the Polikarpov fighters constituted the backbone of

Soviet fighter aviation for the first six month's of the war in the east. Many future aces started their combat careers in Polikarpov fighters, and newly-winged pilots continued to train on the I-15 UTI-4 two-seater until 1944. I-153s and I-16s actively participated in campaigns throughout 1942 and, in certain sectors of the frontline, into 1943. Amazingly, a handful of Polikarpov fighters remained in service through to 1945. This is an important title that helps tell the story of fighter evolution 'between the wars', as the Polikarpov family of aircraft effectively bridged the gap between the biplane fighters of WW1 and the monoplane fighters of WW2. They also saw combat in all of the 'smaller' conflicts of the 1930s leading up to WW2. This book also features a significant chunk of Spanish Civil War material, as well as operations against the Japanese in the late 1930s - both areas are very popular with aviation historians and hobbyists alike.

Polikarpov's I-16 Fighter Yefim Gordon, Keith Dexter, 2001 Aviation historians often dismiss the Polyikarpov I-16 because it did not fare well against its more modern adversaries in WWII. It was often referred to in the West by the disparaging nickname of Rata, the Russian word for rat! Nikolay Polyikarpov's I-16 was nevertheless an outstanding fighter in its day--among other things, because it was the world's first monoplane fighter with a retractable undercarriage. Its capabilities were demonstrated effectively during the Spanish Civil War and it was still in front line service when the German armed forces fell on the Soviet Union in 1941. This book details every variant of this diminutive fighter, including development aircraft and unbuilt projects. An account is also given of Polyikarpov's early monoplane fighters that presaged the I-16 and of the later designs that evolved from it. Details are given of all surviving examples including the six aircraft that were restored to airworthy condition in Russia in the 1990s.

I-16 Rata Oleg Pototskiy, 2021-08-31 This book introduces the reader to a remarkable fighter aircraft, that which had a great influence on both the pre-war development of Soviet aircraft, and the military developments that occurred in the first few months of the war between Germany and the USSR.

God Save Me from My Friends Michael Hrycyszyn, 2006-05

Soviet Air Power in World War 2 E. Gordon, Yefim Gordon, 2008 From the team that published the 'Famous Russian Aircraft' series comes Soviet Air Power in World War 2, the authoritative guide to all of the aircraft flown by the Soviet Air Force during the conflict. As well as exploring in-depth the individual aircraft types, this book also takes a closer look at the Soviet Air Force's structure and aircraft fleet. Included are all of the unit insignia of Soviet air armies, divisions and regiments, as well as the varied artwork and camouflage schemes used on individual aircraft. An extensive selection of unseen photographs and colour side views of all the aircraft types that operated in the immediate pre-war years and in World War 2 are featured, including many British and American aircraft flown by the Soviet Air Force and Soviet Naval Aviation. The book also reveals information about the Soviet Air Force commanders and famous aces of the period; the aces' aircraft and their personal insignia are illustrated, as well as the combat operations they flew against the Axis air forces between 1941 and 1945. Written by an acknowledged expert in Soviet and Russian military aviation, and illustrated with photographs, profiles and detailed line drawings, this guide to the Soviet Air Force in World War 2 will be of interest not only to aviation and military history enthusiasts but to modellers of this period.--BOOK JACKET.

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.

Worked Examples in Physics V. L. Zubov, V. P. Shal'nov, 2013-10-22 Worked Examples in Physics: A Textbook for Private Study consists of worked examples encountered at examinations in secondary schools at Moscow University. The examples for this collection focus on those physical questions, situations, and laws that give rise to the most number of errors. Organized into two parts, this book begins with an overview of several problems that have been specially selected to show in detail the methods of applying the more important laws, which often are not mastered by the student. This text then discusses the general methods of solving problems by means of the resolution and composition of the motion. This book discusses as well a large number of examples that serves to indicate how one may reduce the solution of a complicated problem on curvilinear motion to the solution of a simple and previously solved problem dealing with two independent linear motions. This book is a valuable resource for secondary school students.

Entangled Life Merlin Sheldrake, 2021-04-13 NEW YORK TIMES BESTSELLER • A “brilliant [and] entrancing” (The Guardian) journey into the hidden lives of fungi—the great connectors of the living world—and their astonishing and intimate roles in human life, with the power to heal our bodies, expand our minds, and help us address our most urgent environmental problems. “Grand and dizzying in how thoroughly it recalibrates our understanding of the natural world.”—Ed Yong, author of *An Immense World* ONE OF THE BEST BOOKS OF THE YEAR—Time, BBC Science Focus, The Daily Mail, Geographical, The Times, The Telegraph, New Statesman, London Evening Standard, Science Friday When we think of fungi, we likely think of mushrooms. But mushrooms are only fruiting bodies, analogous to apples on a tree. Most fungi live out of sight, yet make up a massively diverse kingdom of organisms that supports and sustains nearly all living systems. Fungi provide a key to understanding the planet on which we live, and the ways we think, feel, and behave. In the first edition of this mind-bending book, Sheldrake introduced us to this mysterious but massively diverse kingdom of life. This exquisitely designed volume, abridged from the original, features more than one hundred full-color images that bring the spectacular variety, strangeness, and beauty of fungi to life as never before. Fungi throw our concepts of individuality and even intelligence into question. They are metabolic masters, earth makers, and key players in most of life’s processes. They can change our minds, heal our bodies, and even help us remediate environmental disaster. By examining fungi on their own terms, Sheldrake reveals how these extraordinary organisms—and our relationships with them—are changing our understanding of how life works. Winner of the Wainwright Prize, the Royal Society Science Book Prize, and the Guild of Food Writers Award • Shortlisted for the British Book Award • Longlisted for the Rathbones Folio Prize

Boulton Paul Alec Brew, 2001 This book records the aeronautical activities of this Norfolk-based company, with a brief history of its origins by William Moore in 1797, and its work during the First World War. It pioneered metal construction after the war and produced parts for the R-101 airship. As Boulton Paul Aircraft Ltd at Wolverhampton, the Defiant was conceived, and its gun turrets would defend RAF bombers during WWII.

Allied Armored Fighting Vehicles 1:72 Scale George Bradford, 2009 Filled with 1:72-scale drawings of armored vehicles from the U.S., Britain, Canada, and Russia, including: M4 Sherman

medium tank (U.S.) T1E3 Aunt Jemima mine exploder (U.S.) M18 Hellcat tank destroyer (U.S.) Mk VI Crusader cruiser tank (Britain) Crocodile flamethrower (Britain) Ram I cruiser tank (Canada) T-34 medium tank (Russia) SU-100 tank destroyer (Russia) And dozens more . . .

Nomonhan, 1939 Stuart Goldman,2013-10-15 Stuart Goldman convincingly argues that a little-known, but intense Soviet-Japanese conflict along the Manchurian-Mongolian frontier at Nomonhan influenced the outbreak of World War II and shaped the course of the war. The author draws on Japanese, Soviet, and western sources to put the seemingly obscure conflict—actually a small undeclared war— into its proper global geo-strategic perspective. The book describes how the Soviets, in response to a border conflict provoked by Japan, launched an offensive in August 1939 that wiped out the Japanese forces at Nomonhan. At the same time, Stalin signed the German—Soviet Nonaggression Pact, allowing Hitler to invade Poland. The timing of these military and diplomatic strikes was not coincidental, according to the author. In forming an alliance with Hitler that left Tokyo diplomatically isolated, Stalin succeeded in avoiding a two-front war. He saw the pact with the Nazis as a way to pit Germany against Britain and France, leaving the Soviet Union on the sidelines to eventually pick up the spoils from the European conflict, while at the same time giving him a free hand to smash the Japanese at Nomonhan. Goldman not only demonstrates the linkage between the Nomonhan conflict, the German-Soviet Nonaggression Pact, and the outbreak of World War II , but also shows how Nomonhan influenced Japan’s decision to go to war with the United States and thus change the course of history. The book details Gen. Georgy Zhukov’s brilliant victory at Nomonhan that led to his command of the Red Army in 1941 and his success in stopping the Germans at Moscow with reinforcements from the Soviet Far East. Such a strategy was possible, the author contends, only because of Japan’s decision not to attack the Soviet Far East but to seize the oil-rich Dutch East Indies and attack Pearl Harbor instead. Goldman credits Tsuji Masanobu, an influential Japanese officer who instigated the Nomonhan conflict and survived the debacle, with urging his superiors not to take on the Soviets again in 1941, but instead to go to war with the United States.

Cierva Autogiros Peter W. Brooks,1988-10-17 Before the helicopter was the Autogiro. This study of the revolutionary development of this early rotary-wing craft by Juan de la Cierva is well written and complete. An important addition to any library of aeronautics or the history of aviation. Annotation copyrighted by Book News, Inc., Portland, OR

Vânător Radu Brînzan,2014 A detailed and comprehensive illustrated technical history of the I.A.R.80 and I.A.R.81 - Romanian World War II fighter and ground-attack aircraft. This elegant but little-known aircraft was the mainstay of the Romanian air force's fighter arm throughout WW2, involved in fighting against both the Allies and then against the Axis. It was heavily involved in aerial battles against USAAF heavy bombers attacking Romanian oil fields. The different versions of the plane are described and illustrated; all the changes in specification, equipment and performance are recorded. Drawings and data from the original technical manuals, full dimensional details and photographs of the few surviving relics preserved in aviation museums illustrate all aspects of the airframe, inside and out. Color photographs and many pages of color illustrations complete the book's comprehensive coverage. 60 color profiles. Profusely illustrated with photos, including walk-around section showing all aspects of the airframe, and diagrams from official manuals. Includes accurate 1/48th scale plans, and color profiles showing many of the colorful schemes applied to the aircraft.

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.

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