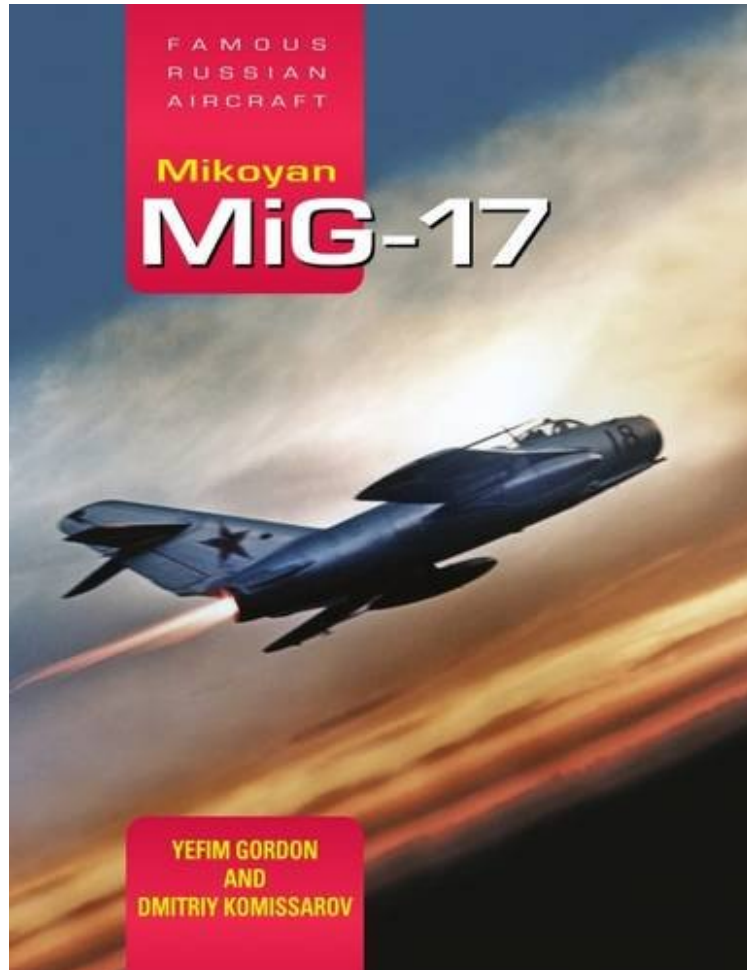


Mikoyan MiG-17: Famous Russian Aircraft

Yefim Gordon, Dmitriy Komissarov
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Yefim Gordon, Dmitriy Komissarov : Mikoyan MiG-17: Famous Russian Aircraft before purchasing it in order to gage whether or not it would be worth my time, and all praised Mikoyan MiG-17: Famous Russian Aircraft:

3 of 3 people found the following review helpful. Another MiG gets its turn By Jim Davis By my count (they aren't numbered) this is the twelfth book in the "Famous Russian Aircraft" series begun by Midland and now carried on by Crecy. This is the third under the latter imprint. It's a large format (the pages are 8-1/2" x 11") hardcover with 480 pages. This is an update of an earlier softbound book in the Aerofax series by one of the same authors that appeared in 2002. The earlier book was 144 pages so one expects much more content in the present book and that is largely the case. The book is organized almost exactly like the others in this series. There are nine chapters each covering a significant aspect of the MiG-17 story. A chapter is devoted to the design, development, and testing of the aircraft. There follows chapters covering production, the Soviet versions, the Chinese and Polish versions, the details of the design, Soviet service, foreign service, foreign contemporaries, and a breakdown of all the operators of the aircraft.

Outstanding in my view are details of MiG-17 operations against intruders, both intentional and otherwise. Operations in every war in which it was involved are covered but naturally Vietnam and the middle east get the most coverage. Also the "in detail" chapter has a number of drawings specially prepared for this book along with some drawings from contemporary technical literature. Photographs abound, both black and white and color. The latter are restricted largely to those that survived to more recent times as color photography was not common in the Soviet Union when the aircraft was in its prime. Disappointments are the usual ones with this series. There are no maps which is unfortunate because most English speaking readers will be unfamiliar with all the exotic places. The line drawings are largely the same ones that appeared in the aforementioned Aerofax softcover but not as many. The color profiles on the other hand are completely new. The book is highly recommended. If you have others in this series you'll want this one. I hope other titles are in the works. Surely, the Tu-16, MiG-19, MiG-23/27, Mi-24, Sukhoi interceptors, etc, etc are deserving?³ of 3 people found the following review helpful. an excellent book about a great aircraft By Col. William Russell (ret) Gordon is an excellent writer about former Soviet aircraft and I have many of his books. This one is no exception and is an exhaustive history of an excellent fighter aircraft from its genesis to its numerous variants. I also recommend his volume on the MiG-15 as a companion to this volume. Unfortunately, his books go out of print quickly and have high prices on the secondary market. It's a pity the publishers fail to make additional printings.⁰ of 0 people found the following review helpful. Another excellent book on early Soviet aircraft - makes a nice ... By P. McDowell Another excellent book on early Soviet aircraft - makes a nice companion to the Mig 15 and Mig 19 books. Highly recommended.

The Mikoyan Design Bureau's first swept-wing jet fighter, the MiG-15 Fagot, which gained world fame (or notoriety, depending on which side of the Iron Curtain you were on) after the Korean War, served as the basis for a more refined model, the MiG-17 Fresco. No sooner had the MiG-15 entered production and service than the designers decided to increase the wing sweep from 35 degrees to 45 degrees, initially by way of experiment. The resulting aircraft showed higher performance than the MiG-15, exceeding Mach 1 in a shallow dive during a test flight, something the Fagot had been unable to do. Following its production entry the MiG-17 was constantly improved, with Mikoyan developing a succession of production and experimental versions. Firstly, an afterburning engine was fitted to improve performance. Secondly, the increasingly frequent incursions by NATO reconnaissance aircraft, coupled with the knowledge that the West was developing all-weather fighters, led the Soviet 'fighter makers' to develop a number of radar-equipped interceptors. The all-weather versions of the MiG-17 proved to be the most successful and some of them were cleared for production. Starting in the mid-1950s, the MiG-17P, MiG-17PF and MiG-17PFU (the latter version was armed with air-to-air missiles) were the most widespread interceptors in the Soviet Air Defence Force for the nearly two decades. The MiG-17F day fighter was widely exported and saw a good deal of fighting, receiving its baptism of fire in the Middle East where Egyptian Frescos were pitted against Israeli Dassault Mystère IVs. However, the type became really famous after the Vietnam War where it successfully opposed the supersonic McDonnell F-4 Phantom II and other US aircraft. Being displaced from first-line fighter service by more modern types, the MiG-17 and MiG-17F found use as a fighter-bomber--both at home and abroad. The MiG-17F and MiG-17PF saw service with nearly all Warsaw Pact nations, as well as many Asian and African countries and Cuba. The book fully describes the MiG-17's development history and charts the type's combat operations in various major wars and local conflicts. A separate chapter also compares the MiG-17 and its foreign counterparts and the book concludes with details of MiG-17 fleets and operators worldwide. Illustrated with many unique photos, color side views, line and cutaway drawings this latest addition to the Famous Russian Aircraft series forms a details record of the type and will appeal to modelers and historians alike.

"No single book provides as comprehensive an overview of the history of the MiG-17 as this book does." (Chris Banyai-Riepl Internet Modeler 2016-12-13)"All I can say is WOW! I was extremely impressed with the coverage and quality of this monograph." (Frank Landrus IPMS/USA 2016-12-20)"Contains everything you ever wanted to know about the MiG-17." (Peter Mersky Small Air Forces Observer 2017-03-28) From the Back Cover The Mikoyan Design Bureau's first swept-wing jet fighter, the MiG-15 Fagot, which gained world fame (or notoriety, depending on which side of the Iron Curtain you were on) after the Korean War, served as the basis for a more refined model, the MiG-17 Fresco. No sooner had the MiG-15 entered production and service than the designers decided to increase the wing sweep from 35 degrees to 45 degrees, initially by way of experiment. The resulting aircraft showed higher performance than the MiG-15, exceeding Mach 1 in a shallow dive during a test flight, something the Fagot had been unable to do. Following its production entry the MiG-17 was constantly improved, with Mikoyan developing a succession of production and experimental versions. Firstly, an afterburning engine was fitted to improve performance. Secondly, the increasingly frequent incursions by NATO reconnaissance aircraft, coupled with the knowledge that the West was developing all-weather fighters, led the Soviet 'fighter makers' to develop a number of radar-equipped interceptors. The all-weather versions of the MiG-17 proved to be the most successful and some of them were cleared for production. Starting in the mid-1950s, the MiG-17P, MiG-17PF and MiG-17PFU (the latter

version was armed with air-to-air missiles) were the most widespread interceptors in the Soviet Air Defence Force for the nearly two decades. The MiG-17F day fighter was widely exported and saw a good deal of fighting, receiving its baptism of fire in the Middle East where Egyptian Frecos were pitted against Israeli Dassault Mystère IVs. However, the type became really famous after the Vietnam War where it successfully opposed the supersonic McDonnell F-4 Phantom II and other US aircraft. Being displaced from first-line fighter service by more modern types, the MiG-17 and MiG-17F found use as a fighter-bomber--both at home and abroad. The MiG-17F and MiG-17PF saw service with nearly all Warsaw Pact nations, as well as many Asian and African countries and Cuba. The book fully describes the MiG-17's development history and charts the type's combat operations in various major wars and local conflicts. A separate chapter also compares the MiG-17 and its foreign counterparts and the book concludes with details of MiG-17 fleets and operators worldwide. Illustrated with many unique photos, color side views, line and cutaway drawings this latest addition to the Famous Russian Aircraft series forms a details record of the type and will appeal to modelers and historians alike. About the Author Yefim Gordon is one of Russia's leading aviation writers and publishers. He is the author of numerous books on Soviet aviation. Dmitriy Komissarov is rapidly establishing himself as a respected authority on Russian and Soviet aviation. He works in the publishing industry and lives in Moscow.