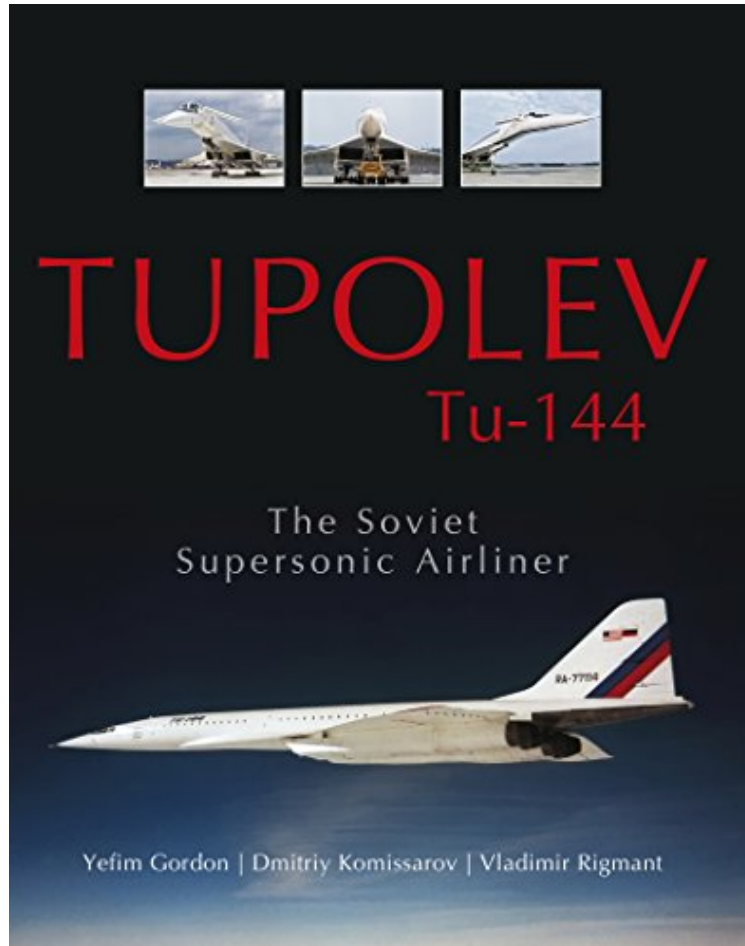


(Download pdf) Tupolev Tu-144: The Soviet Supersonic Airliner

Tupolev Tu-144: The Soviet Supersonic Airliner

Yefim Gordon, Dmitriy Komissarov, Vladimir Rigmant

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#868385 in Books Gordon Yefim 2015-05-20 Original language: English PDF # 1 11.30 x 1.00 x 8.80, 3.66

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Yefim Gordon, Dmitriy Komissarov, Vladimir Rigmant : Tupolev Tu-144: The Soviet Supersonic Airliner

before purchasing it in order to gauge whether or not it would be worth my time, and all praised Tupolev Tu-144: The Soviet Supersonic Airliner:

7 of 7 people found the following review helpful. A Gallant Failure By Jeffrey F. Bella A definitive look at the most expensive failure in civil aviation. The only weak point is that there is little serious analysis as to why the aircraft was rejected by Aeroflot management after a very limited program of revenue flights. Some reasons only hinted at in the book:-- it required special nitrogenated low-boiloff fuel like the SR-71 which was unavailable at foreign airports-- for domestic overland flights, sonic booms would have provoked intense opposition from the local Party leaders in towns under the flight paths. The test program was limited to one round-trip between Moscow and Alma-Ata per week and much of this route was steppe inhabited by a few nomadic tribes.-- the NK-144 engines had to run in afterburner during cruise (Concorde had "supercruise" capability)-- Soviet society simply lacked the overclass of capitalists and rock stars that could have afforded realistic ticket prices. Even at the unrealistically low prices charged for the "route-

proving" flights, many of the passengers were Western tourists. Despite its commercial failure, the Tu-144 remains technically interesting and was NOT a copy of Concorde. The combination of drooping elevons and retractable canards was a clever way to keep landing speeds and runway lengths within the limits of existing airports. It is surprising that this solution has seldom been seen in later SST concepts.

6 of 6 people found the following review helpful. Excellent book on an ambitious concept
By JCAL
Excellent book on an ambitious project. The only quibble I have with this book is I would have liked a chapter on the engine. The only other ambitious book on the TU-144 that was published in English I am aware of is; "Soviet SST: The Techno-Politics Of The Tupolev-144 by Howard Moon" And that volume is pushing 20 years old. If you're going to buy one book to cover the history of the TU-144, this maybe the one, even if others are published in the future. I will admit that I have always been pleased by the efforts of Mr. Gordon and Mr. Komissarov. I will buy their books without any hesitation. I would love to see them translate/publish Russian aviation books that have not been previously published in English as well.

8 of 8 people found the following review helpful. Excellent History of the "Concordeski," the Soviet Take on a Supersonic Airliner
By E. R. Eisman
This is a great book, the best and most complete assessment we're ever likely to see of this beautiful, but, in-the-end fatally-flawed, airliner. The text is accompanied by great photos, and side-view drawing, many in color, and includes the remarkable, and unique, joint U.S.-Russian research and flight testing program of the Tu-144. Though withdrawn rather quickly from commercial service with Aeroflot, the Tu-144 is, nonetheless, a significant aspect of the thus far unsuccessful effort to develop a viable commercial supersonic airliner.

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 "Concordeski," 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.

About the Author
Yefim Gordon has been an aviation journalist and photographer for more than 40 years. Dmitriy Komissarov has been a translator and journalist since 1993. Vladimir Rigmant is an aviation engineer and has worked for the Tupolev aircraft design bureau since 1986.