



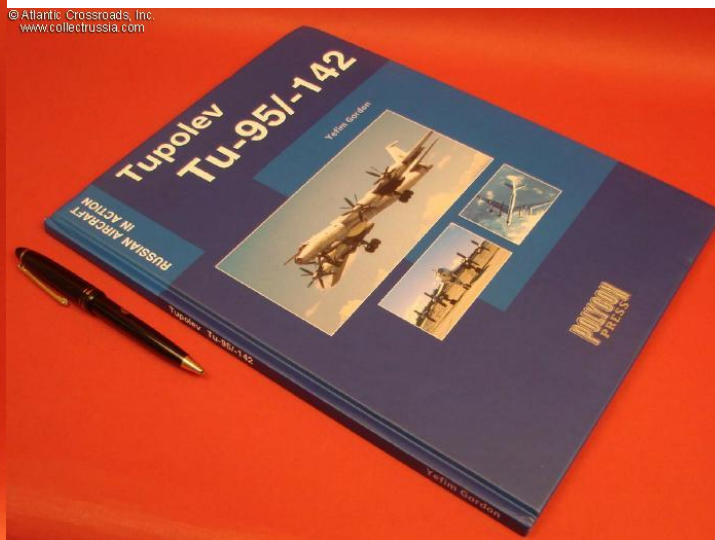
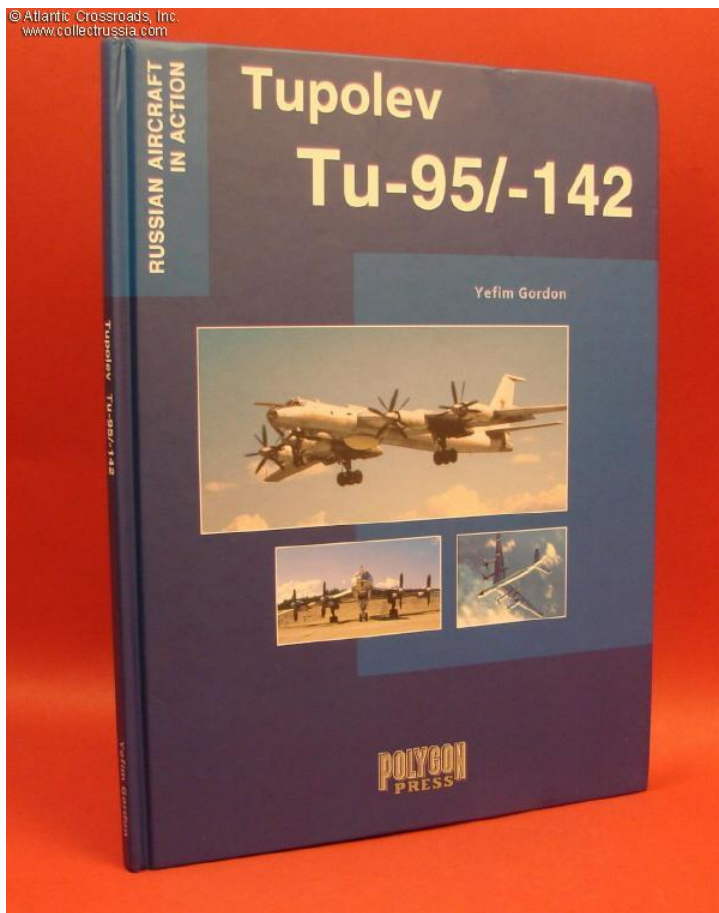
"Tupolev Tu-95 / Tu-142", by Yefim Gordon, C.

2003, IP Media publishing house. This is one of the books of the "Russian Aircraft in Action" series. ENGLISH TEXT, 9" x 12" format hardcover, 80 pp.

The book includes a large number of high quality photos, all accompanied by detailed captions, plus brief history of development and deployment of this famous strategic bomber known in the West by its NATO designation "Bear". Great book for aviation enthusiast, model builder or historian!

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soon ran into development problems. This prompted it to choose a "quick fix". Tupolev was tasked with production of the Boeing B-29. This decision was undoubtedly availability of three B-29s which had force-landed in the USSR. The result of this copying, the Tu-4 bomber, marked the Soviet aviation industry. Gaining access to B-29 technology made it possible for the USSR to make a truly giant leap which laid the foundation for bomber development in the USSR. Coupled with the nuclear weapons, this had a profound influence between the Soviet Union and the Western world.

However, the prime target – the United States – was not the Tu-4, especially when it was carrying a maximum atomic bomb. Hence, once the Tu-4 had entered service, the USSR began looking for ways to obtain intercontinental range. The result was the Tu-80 and Tu-85 bombers which entered service in 1949 and January 1951 respectively. The latter design was the forerunner of the Tu-95. The Tu-85 met its range and speed requirements but its production plans were already in hand when it became clear that a more powerful engine would have few chances when powered interceptors under development in the USSR. The Soviet military command decided that advanced heavy bombers should be powered by turbojet engines.

In 1950 Vladimir M. Myasishchev offered to develop a strategic bomber with a top speed of 950 km/h (excess of 13,000 km (8,070 miles). The project was given priority, eventually emerging as the M-4. Tupolev

