



Антонов-124 "Руслан"
Antonov-124 "Ruslan"

Antonov An 124 Flight Manual English

KJ Lindholm-Leary



Antonov An 124 Flight Manual English:

Jane's All the World's Aircraft ,2007 *The Aeroplane and Astronautics* ,1959-08 **Flypast** ,2005 **Monthly Index of Russian Accessions** Library of Congress. Processing Department,1962 *Monthly Index of Russian Accessions* ,1958 *The Antonov AN-124* Gennady Yeltsov,Kieran Daly,2011 **Antonov Aircraft** Source Wikipedia,2013-09 Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online Pages 50 Chapters Antonov An 72 Antonov An 2 Antonov An 12 Antonov An 24 Antonov An 26 Antonov An 124 Antonov An 148 Antonov An 225 Antonov An 30 Antonov An 32 Antonov An 70 Antonov An 10 Antonov An 8 Antonov An 140 Antonov A 40 Antonov A 1 Antonov An 28 Antonov A 7 Antonov A 2 Antonov An 38 Antonov An 180 Antonov An 71 Antonov A 13 Antonov An 218 Excerpt The Antonov An 2 Russian nickname kukuruznik a maize worker inherited from Polikarpov Po 2 also nicknamed Annushka is a single engine biplane utility agricultural aircraft designed in the USSR in 1946 USAF DoD reporting name Type 22 NATO reporting name Colt Private An 2 at the Miramar AirshowThe An 2 is used as a light utility transport parachute drop aircraft agricultural work and many other tasks suited to this large slow flying biplane Its slow flight and good field performance make it suited for short unimproved fields and some specialized variants have also been built for cold weather and other extreme environments The Guinness Book of World Records states that the 45 year production run for the An 2 was for a time the longest ever for any aircraft but it was recently exceeded by the Lockheed C 130 Hercules The Antonov An 2 was designed to meet a 1947 Soviet Ministry of Forestry requirement for a replacement for the Polikarpov Po 2 which was used in large numbers in both agricultural and utility roles Antonov designed a large single bay biplane of all metal construction with an enclosed cockpit and a cabin with room for seats accommodating twelve passengers The first prototype designated SKh 1 and powered by a Shvetsov ASh 21 radial engine flew on 31 August 1947 The second prototype was fitted with a more powerful Shvetsov ASh 62 engine which allowed the aircraft s payload to be significantly Antonov's Heavy Transports Yefim Gordon,Dmitriy Komissarov,2020-11-28 This book charts the development and service history of the Antonov design bureau s heavy transport aircraft In the late 1950s the Antonov design bureau began developing the An 22 heavy military transport intended to carry 50 tons Powered by four 15 000 hp turboprops it was the world s heaviest transport when it first flew in February 1965 The four turbofan An 124 was again the world s most capable airlifter when it emerged in 1982 with a payload of 120 tons It proved its worth in military and humanitarian operations and earned acclaim as a commercial freighter after 1991 for carrying heavy and outsized items The unique six engined An 225 Mriya was created for carrying the Buran space shuttle Despite the demise of the Buran program the aircraft found use on the heavy outsized cargo transportation market It is illustrated by a wealth of new photos and color artwork as well as line drawings

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