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## Last tail gunner kill

Edit Comments Share **British World War II poster depicting the rear gunner of a Halifax bomber** A tail gunner or rear gunner is a crewman on a military plane that functions as a gunner defending against enemy fighter attacks from the back, or tail, of the plane. The tail gunner drives a flexible machine gun station on the top or back of the aircraft with a generally free view towards the rear of the aircraft. While the term tail gunner is usually associated with a crew member inside a turret, tail cannon armaments can also be operated by the remote control from another part of the plane. General Description[edit | edit source] B-17 Cheyenne (Imperial War Museum Duxford) style rear turret The armament and arrangement of the tail gun varied from country to country. During World War II, most USAAF heavy bombers such as the B-17 Flying Fortress and B-29 Superfortress used a fixed position of gunner with the guns themselves in a separate turret covering a rear bow of about 90 degrees. The typical armament was two 0.50-inch M2 Browning machine guns. A Nash & Thomson FN-20 turret mounted on an Avro Lancaster (Imperial War Museum Duxford) In contrast, Royal Air Force heavy bombers such as Avro Lancaster and Handley Page Halifax used a motorized turret capable of a 180-degree rotation containing the tail gun and four 0.303-inch Browning machine guns. A similar arrangement was used in the American B-24 Liberator heavy bomber (but with two 0.50-inch heavy machine guns). The British turrets were produced by two companies Nash & Thomson and Boulton & Paul Ltd and the same turret model could be mounted on a number of different aircraft. In German aircraft such as the Dornier Do 17, Heinkel He 111 and Junkers Ju 88, the position of the cannon covering the tail was often in the dorsal position at the rear of the crew compartment or partly along the rear of the fuselage. This gave reasonable coverage above the fuselage line, but could be supplemented by a ventral position, or a flexible support for ball machine guns in the back of the bodenlafette subnosible ventral gondola (usually abbreviated bola) present on many German World War II bomber designs, covering the rear arch from under the fuselage. In smaller ground attack aircraft and dive bombers such as the Junkers Ju 87, SBD Dauntless and later versions of the Ilyushin Il-2, the tail gunner was sitting right behind the pilot and operated a machine gun on a flexible stand, enclosed inside canopy or in an open position. In these types of aircraft, the tail gunner usually also acted as a radio operator. The tail gunner had a second role as a lookout to attack enemy fighters, particularly in British bombers operating at night. Since these aircraft operated individually instead of being part of a bombing formation, the bombers' first reaction to an attacking night fighter was to engage in radical evasive maneuvers such as a corkscrew roll; shoot guns in defense defense of secondary importance. The term British slang for tail gunboats was Tail-end Charlies.[1][2] while in the Luftwaffe they were called Heckschwein (tail pigs). In the autumn of 1944, the British began deploying Lancasters equipped with the automatic turret for laying weapons, this was equipped with a 9.1 cm (3 GHz) radar. The radar cathode ray tube image was projected into the turret's viewfinder, allowing the gunner to fire on targets in complete darkness, with corrections for lead and falling bullets that are calculated automatically. Last use of combat[edit | edit source] Rear gun turret B-52 (Imperial War Museum Duxford) The tail gunner was most commonly used during World War II and last used in combat during the Vietnam War (on large bombers), but the position has become largely obsolete due to advances in long-range air-to-air combat weapons such as air-to-air missiles , as well as modern detection and countermeasures against these weapons. On December 18, 1972, during Operation Linebacker II (also known as President Richard Nixon 's Christmas Bombing), the USAF B-52 Stratofortresses of Strategic Air Command conducted a bombing campaign to the fullest against North Vietnam. As the bombers approached the target, surface to air missiles (MAS) began to explode around the Stratofortresse. [3] One bomber, callsign Brown III, completed his bomb run, and as he turned out he was warned that vietnam people's air force (NVAF-North Vietnamese Air Force) MiGs were now in flight. Brown III's tailgunner, SSGT Samuel O. Turner, closed on a rapidly approaching MiG-21 interceptor and fired it with a burst of his four .50-caliber machine guns. Turner became the first bomber tailgunner to shoot down an enemy aircraft since the Korean War. Its B-52 Stratofortress, tail number 55-0676, is currently preserved and exhibited in Fairchild AFB, Spokane, Washington. [3] On December 24, 1972, during the same bombing campaign, the B-52 Stratofortress Diamond Lil, now on display at the United States Air Force Academy in Colorado, was attacking thai nguyen railway yards. Up for the interception was another MiG-21 NVAF, Diamond Lil's tailgunner, airman Albert E. Moore stuck on the MiG at 4,000 yards,[4] and opened fire with his .50 quad-caliber machine guns. Moore's killing was witnessed by another B-52 tailgunner, TSGT Clarence W. Chute, who watched mig-21 fall into flames. Moore was the last bomber tail gun to shoot down an enemy aircraft with machine guns during the war. Partial list of aircraft with tail gun positions[edit | edit source] This is a list of aircraft to show the different approaches to the positions of the di coda. Germany[edit | edit source] Regno Unito[edit | edit source] USA[edit | edit source] Tail gunner in B-24 Liberator USSR/Russia[edit | edit source] Vedere anche[edit | edit source] Torretta della palla Joseph McCarthy (Tail-gunner Joe) Riferiment[edit | edit source] McCarthy, Donald J. Jr. MiG Killers; Una cronologia dell'aria degli Stati Uniti Uniti in Vietnam 1965-1973. 2009. ISBN 978-1-58007-136-9. External Links[edit | edit source] BBC People's War – Bomber aircrew story Community content is available under CC-BY-SA, unless otherwise stated. More military Wiki From his position as a gunner in the back of the bomber, Sgt. Samuel O. Turner detected the enemy fighter shortly before his shooting began. The striker came from below and behind, rising quickly, while a second bogey lingered in the distance to watch the fight coming. The dispute did not last long. When the fighter entered range Turner fired a six-second blast from his tail cannons, about 700 rounds. B-52s Over Hanoi, by Robert Bausch, of the Air Force Art Collection. There was a giant explosion in the back of the plane, Turner said. I looked out the window but was unable to see directly where the fighter would be. Turner turned his attention to the fighter's ala. After about 15 seconds, the second fighter turned and fled. As we left the threat area, my aircraft commander said to the other [U.S.], 'I think we got one,' and they knew what he meant, he recalled. This encounter was remarkable, apart from the gunner's ability in the face of danger. It wasn't a B-17 or a B-24 facing a Luftwaffe attack, or a B-29 defending itself in the Korean War — Turner was a tail gunman on an aircraft still in flight but not usually associated with machine gun defense: the B-52. Today the B-52 is one of the most versatile and long-lasting aerial structures in history. It has transformed over time from a long-range strategic nuclear bomber, to a conventional bomb delivery tank, to a precision guided munitions aircraft carrier. The B-52 remains in the US Air Force's arsenal because it is durable, cost-effective and effective. The fact that the B-52s once presented guns as defensive armament is proof of how long they've been on duty. The bombers never broke into turrets, as did world war ii bombers. But the B-52s featured defensive armaments in their tails: the A-to-G models had 50-caliber quad machine guns, and the H models used

a single 20 mm M61 rotating gun. The carabinieri manning these weapons were enlisted personnel. They were the only aviators enlisted in a B-52 crew. Turner was the gunman of a B-52D at U Tapao Airport, Thailand, on a mission on December 18, 1972 to bomb targets near Hanoi during Linebacker II, the last major air campaign of the Vietnam War. The fighter he shot down was a North Vietnamese MiG-21, and it was the first time a B-52 gunner had destroyed an opponent. For this result Turner was awarded the Silver Star. With his courage faced with dangerous combat conditions and exceptional professional skill, he successfully defended his plane and crew and allowed him to complete his mission and safely return to the base, reads the quote accompanying the decoration. Between you and Eternity SSgt. Samuel Turner, a B-52 machine gunner, receives the Silver Star from General John Meyer, head of Strategic Air Command. Command. photo) Aircraft defenses began with pistols, rifles, or machine guns fired by pilots and observers before World War I. The guns in these early designs rotated on hardwood wheels, noted a secret history of turret development compiled by the U.S. Air Historical Office in 1947. They were cumbersome and unmanageable; the deformed wood and linked to each bending of the fuselage of the aircraft; and the manipulation, even at the speed of the delayed air that day, was complicated by the fact that the gunner never had enough hands to perform the many operations involved in training his weapons, it reads. The story was written by Captain Irving B. Holley Jr. and was declassified in 1959. But the gunboats of World War I were deadly despite the primitive technology. The first American to shoot down five enemy aircraft was Frederick Libby, a former Colorado cowboy who joined the British Royal Flying Corps in 1916 and served as a gunboat observer in a fe-2B two-seat pusher aircraft. FE gunmen used two machine guns, including a Lewis pistol facing the rear, mounted on a steel pole, which required them to get up in their seats when they fired. Only your grip on the gun and sides of the ship stood between you and eternity, Libby said years later. This did not prevent Libby from destroying five opponents in his first six weeks in the air, as a soldier (he was later promoted to lieutenant). Only the fact that he accomplished this feat as an observer instead of a pilot prevents him from occupying the historical place of the first American ace, according to authors Raymond Toliver and Trevor Constable in their book Fighter Aces. As the size and speed of the bombers increased, the guns were enclosed within the fuselage, and the number of weapons increased. Early models of World War II Flying Fortress B-17 featured five guns. Eventually turrets sprouting into the nose, tail, belly and upper fuselage, along with machine gun positions at the waist. This allowed the B-17 to cover almost all possible angles of attack. A formation could produce a fierce defensive wall of fire. At the height of the war, gunners were essential for the strategic defense of bombers in all theaters. Tens of thousands of U.S. gunboats flew missions over Europe alone, while the Army Air Forces attacked the German industrial base. One of them was Sergeant Forrest L. Vosler, a radio-gunner who had taken a six-week artillery course at the end of his radio training, and who received the Medal of Honor for his achievements in the skies above Germany on December 20, 1943. Badly wounded by a 20 mm German projectile, Vosler still maintained a steady stream of fire from his cannon position. Although blinded, he repaired his damaged radio only to the touch and managed to send out relief signals before his B-17 had strained in the North Sea. Vosler survived. A B-52F unrolls (rear). In the foreground there is a detail of the tail, showing, from left to right, ammunition ammunition door, the chute-dragging compartment, and the gunner's entrance hatch. (USAF photo) In the Pacific, Sergeant John D. Foley was a legendary B-26 turret gunner. In 63 combat missions, he destroyed seven enemy aircraft, some of them Japanese A6M Zeros. Back home he became so famous that a popular lyricist wrote a song about Johnny Zero in 1943, and Johnny Zero boots, watches and coats were popular department store items. As jet fighters took flight, air artillery remained an effective means of defending long-range bombers. In the Korean War, B-29 gunboats won 27. This was a remarkable feat given that the heavy B-29s were often against the fast MiG-15s, wrote author Albert E. Conder, himself a former gunner, in The Men Behind the Guns: The History of Enlisted Aerial Gunnery, 1917-1991. In this context, it's easy to see why Boeing engineers included active weapons defense in their plans for a new long-range jet bomber intended to maintain the Cold War power balance: the B-52. The first B-52 USAFs entered service in November 1955. The Air Force's initial requirements for the long-range strategic bomber required a crew of five, plus turret gunboats. But the B-52B, the bomber's first deployed variant, carried only one machine gun, which manned four .50 caliber M3 machine guns. Barrels of these weapons protruded menacingly from the back of the bomber, like a giant multipronged sting. The gunner sat in the tail of the plane under a transparent canopy, allowing a wide field of view. The view directly in front was blocked by the control panel and the guns themselves, but an optical periscope passed the blind spot. The B-52 gunners reached this isolated position by climbing to the completely reclined back of their seat. When they took the seat upright, more than one avian was physically isolated in a space compared to the size of a coffin. With some variations in weapons and fire control systems, this layout remained the same through the B-52D, the version widely used in Southeast Asia since 1960. Last Kill Maintainers is at the service of the four .50 caliber M3 machine guns in the tail of a BUFF. (USAF photo) Although B-52 gunboats served during the Southeast Asian conflict and during the Gulf War, their most intense combat experience occurred during Linebacker II, the massive bombardment of North Vietnamese targets ordered by President Richard Nixon when the Paris peace talks faltered in late 1972. The operation began on December 18, 1972 and ended on December 29. The USAF B-52 flew 729 sorties and launched 15,000 tons of out of 34 objectives. Fifteen bombers were shot down, all from North Vietnamese surface-to-air missiles. During this time, B-52 gunboats claimed five MiG kills. Only two have been confirmed. The first was Turner's aerial victory. The second involved A1C Albert E. Moore, gunner of the B-52D Diamond Lil. At the end of Christmas Eve 1972, Moore's bomber took off from his Thai base bound for the North Vietnamese railway yards at Thai Nguyen. Nguyen. arrived on target Moore spotted something in his radar viewfinder, low, and about eight miles away. I immediately alerted the crew, and the bogey began to close quickly, Moore wrote six days later. It stabilized at 4,000 yards at 6:30 a.m. ... I called the pilot for evasive action and the EWO [electronic warfare officer] for pula and rockets. When the target reached 2,000 meters, I alerted the crew that I was firing. I fired at the bandit until it exploded three times in intensity, then suddenly disappeared from my radar viewfinder about 1,200 meters, 6:30 low. A crew member of another B-52 saw the MiG explode into a fireball, confirming Moore's account. When he returned to base after the mission, Moore later wrote, he did not know whether to be happy or sad. He knew there had been a pilot in that fighter who wanted to go back to base as much as he did. But it was a case of him or my crew. I'm glad that was the case, Moore wrote. This incident marked the last confirmed killing of an enemy fighter by a bomber gun. Diamond Lil remains intact. The bomber flew more than 200 missions during the Vietnam War, with the Air Force carrying it on October 6, 1983. Today he sits on pedestals just inside the main gate of the US Air Force Academy in Colorado Springs, Colo. The back seat of the tail was a large office to work in, recalls Daniel Danish, who served as a B-52 gunner from his enlistment in the Air Force from 1974 to 1991. There wasn't much room for elbows - you had to stick out your arms like a chicken - but you couldn't beat the view. There was this window around you, said Danish, who retired in 2004 as a sergeant major, and now serves as an officer with the Air Force Gunners Association. A B-52 dropped a shipment of bombs on a target southeast of Saigon in 1966. Until model G, the gunner was confined to a small space in the tail of the huge aircraft, but had a great view of its elusive. (USAF photo) The race could be a little tough. Given the length of a B-52 fuselage, the tail moved up and down quite a bit. The ratio was about one to six; for each foot the cockpit moved, the tail bounced six. The ride was particularly hard during the low-level flight. Many times you have worn your helmet throughout the flight, Danish recalled. You might have knocked around pretty well. Directly in front of the gunner's seat was a radar viewfinder. In World War II bombers, gunners mostly targeted their weapons on their own, taking into account the curve of a fighter's approach and the direction of their aircraft. In the B-52, search and track radars and computerized fire control systems took control of this process of The End of an Era Although it had many different modes of operation, and could be set on the manual, the fire control system essentially automated much of a gunner's work. Once he got stuck on a target, he followed him and did everything, but pulled the trigger for you, Danish said. The guns fired in short bursts. Le Le was such that the whole crew could hear what was going on. It shook the entire cell, Danish said. Active defense of the aircraft was not the sole responsibility of the B-52 gunner. With a range of up to 12 miles, the search radar could serve as a valuable complement to the aircraft's major navigation systems. If the bomber was flying in cellular formation, the gunner could serve as the pilot's eyes towards the rear, directing the next planes to remain in place. In poor weather conditions, the radar provided information about the range and bearing to the rest of the cell. If an aircraft in the rear lost its radar, the gunner of a lead aircraft could direct it towards its target. The Gunners also worked closely with electronic warfare officers. Together they formed the defensive team of a B-52, one with active weapons, one with more passive electronics. Although the rest of the Crew of the B-52 was official, the Gunners report that they were not treated as second-class citizens. He said Danish: We all had an important role to play. Starting with the B-52G, the gunners were moved from the tail of the aircraft to the main cabin. The pilot and co-pilot sat in the front seats, while the gunner and the EWO sat behind them, next to each other. This change was intended to allow the crew to work more closely together. He also spared weight and gave the gunner an ejection seat. But many Gunners have denoted the loss of their wide-screen vision. Aviators load a B-52 with bombs. Machine guns protruding from the tail shook the entire cell when they were fired. (USAF photo) In addition, firing remote-controlled guns from the center of the plane seemed less active than shooting them from the back. Without the view at the back of the bomber, gun trainees sometimes found it difficult to get used to flying backwards. When they heard that the plane was going to their right, for example, it was turning left, and vice versa. John E. Stallings, who served as a B-52 gunner from 1989 to 1991, had this problem. He continued to fall ill on training flights, to the point that his superiors almost decided that the job was not for him. But Stallings held us and eventually flew 130 hours of combat in the Gulf War. The missions he flew on didn't draw much anti-aircraft fire, he recalls today, and the Iraqi air force didn't come to engage his plane. I remember how the plane trembled when 45 bombs were dropped, said Stallings, now a senior sergeant with the Illinois Air National Guard and firefighter. On a Gulf War mission, an EF-111 air support separated from the group, and no one could lift it on the radio. When they returned to Diego Garcia, the crew members of the They told CNN that the Raven had crashed without survivors. To date, Stallings resembles the EF-111's call signal, Ratchet 75. I couldn't tell you what my call signal was on that flight, but I remember theirs, Stallings said. In the B-52H, .50 caliber machine guns were replaced with an AN/ASG-21 defensive fire control system using a 20 mm six-barrel fire control system modern, high-speed weapon fire. But as long-range air-to-air missiles became more lethal, the very idea of having a gunner was revised. From the early 1950s to the last class in September 1991, about 5,000 airmen gained wings from their gunboats. Then, in late 1991, Strategic Air Command announced that it was eliminating the B-52 gunner, saving money and cutting 525 positions. Stallings was the last gunner to fly out of Loring AFB, Maine. Upon landing, the pilot informed him that his artillery comrades had set up a portable water tank and were waiting to drop it. It was the end of September, and it was starting to get cold at night, so the water wasn't very hot, Stallings said. On October 1, 1991, the B-52 flew without a gunner and a long and proud tradition came out. Peter Grier, a Washington, D.C., editor of the Christian Science Monitor, is a longtime defense correspondent and editor-in-chief of Air Force Magazine. His most recent article, When the Nuke Plan Changed, appeared in September. Sept.

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