Boeing C 135 Series Stratotanker Stratolifter And Other Variants

The high cost of aviation fuel has resulted in increased attention by Congress and the Air Force on improving military aircraft fuel efficiency. One action considered is modification of the aircraftâ€™s wingtip by installing, for example, winglets to reduce drag. While common on commercial aircraft, such modifications have been less so on military aircraft. In an attempt to encourage greater Air Force use in this area, Congress, in H. Rept. 109-452, directed the Air Force to provide a report examining the feasibility of modifying its aircraft with winglets. To assist in this effort, the Air Force asked the NRC to evaluate its aircraft inventory and identify those aircraft that may be good candidates for winglet modifications. This reportâ€"which considers other wingtip modifications in addition to wingletsâ€"presents a review of wingtip modifications; an examination of previous analyses and experience with such modifications; and an assessment of wingtip modifications for various Air Force aircraft and potential investment strategies.

Richard's wife is dying of Morgellon's disease. Is it a genetic alteration brought about by a covert government spraying program? What are they spraying, in any event? And why? Using a Directed-Energy Weapon, which he developed, the professor begins destroying the fumigating planes in flight. Naturally, this draws the attention of the CIA. He is no sooner captured when military personnel who have defected from the Satanic New World Order rescue him. Finally, he learns the real reason for the monolithic conspiracy. Has the revelation

changed his mind? Will he continue in his rebellion?

During the Cold War, as part of its defense strategy against the Soviet Union, the U.S. was forced to establish means of massive long-range attack in response to Soviet advancements in weaponry. These defenses detected and tracked manned bomber aircraft, hostile submarines and missiles launched from the other side of the world. This book shows how these defenses evolved from fledgling stop-gap measures into a complex fabric of interconnected combinations of high-tech equipment over 40 years. Maps illustrate the extent of the geographic coverage required for these warning and response systems and charts display the time frames and vast numbers of both people and equipment that made up these forces.

"A military memoir with ... stories and moral lessons for people on the battlefield, in boardrooms, or in their everyday lives, by a veteran air-refueling expert, with a foreword by Rush Limbaugh"--Provided by publisher.

Since the first days of rivalry between the Wright Brothers and Glenn Curtiss, aircraft manufacturers have been vying for lucrative military aircraft contracts and competing for prized long-term production runs. As a result, many advanced and now legendary aircraft have been designed, built, and flown in every generation of aviation development. Focusing on the Cold War era, this book shows readers how crucial fly-off competitions have been to the development of America's military air arsenal. This book not only explains in detail how fly-off competitions are conducted, it shows the reader what both competing aircraft designs looked like during their trials, and then what the losing aircraft would have looked like in operational markings had it actually won. Described in vivid detail are the specific aircraft and how they fared, as well as the inside political maneuvering and subterfuge involved in often-controversial

aircraft contract awards. Beginning with the Boeing B-47 Stratojet's decisive victory over rival Convair and Martin designs and ending with today's advanced unmanned aerial marvels, this book covers every era of Post-World War II aviation. Author Erik Simonsen uses the wonders of modern digital photography to create highly believable images of aviation's most tantalizing 'might have beens.'

The United States Air Force have two Active bases, RAF Mildenhall and RAF Lakenheath in Suffolk, UK. RAF Mildenhall house the 100th ARW with the Boeing KC-135 Stratotanker, the 352rd SOW operate the C130J series and CV-22 Osprey. RAF Lakenheath hosts the 48th Fighter Wing operating the McDonnell Douglas (Now Boeing) F-15 Eagle and until most recent

This aviation handbook is designed to be used as a quick reference to the classic military heritage aircraft that have been restored and preserved in the state of California. The aircraft include those flown by members of the US Air Force, the US Navy, the US Army, the US Marine Corps, the US Coast Guard, the Air and Army National Guard units, and by various NATO and allied nations as well as a number of aircraft previously operated by opposition forces in peace and war. The interested reader will find useful information and a few technical details on most of the military aircraft that have been in service with active flying squadrons both at home and overseas. 150 selected photographs have been included to illustrate a few of the major examples in addition to the serial numbers assigned to American military aircraft. For those who would like to actually see the aircraft concerned, aviation museum locations, addresses and contact phone numbers, websites and email addresses have been included, along with a list of aircraft held in each museum's current inventory or that on display as gate guardians throughout the state of California. The aircraft presented in this edition are listed

alphabetically by manufacturer, number and type. Although many of California's heritage warplanes have completely disappeared, a few have been carefully collected, restored and preserved, and a good number have been restored to flying condition. This guide-book should help you to find and view California's Warplane survivors.

Aviation expert Robert F. Dorr profiles history's most important, fascinating, and famous aircraft ever made, both military and commercial, including many that were flown during World War II.

Former USAF pilot Christopher Hoctor examines the history and safety record of the Boeing KC-135 Stratotanker aircraft.

Oklahoma might seem like an unexpected place for Cold War tensions to boil over, but the state played a key role in a conflict that threatened global annihilation. Altus Air Force Base served as a hub for twelve intercontinental ballistic missile launch sites; in 1964, a missile housed at the Frederick site exploded, although the nuclear warhead remained unaffected. Ordinary citizens lived under the shadow of nuclear war as well. A former OU faculty member accused of committing espionage for the Soviet Union fled the country, while a SWOSU professor dug his own fallout shelter in Weatherford--by hand. During the Cuban Missile Crisis, an emergency siren malfunction sent terrified Elk City parents scurrying to local schools to pick up their children. Landry Brewer

presents a fascinating cross-section of the era, from top-level strategy to the details of daily life.

The history of the use of airlift and tanker forces in the U.S. military from the early biplane to today's advanced aircraft is brilliantly described in this book.

Boeing claimed the 707 as the airplane that made the world smaller and horizons larger. The DC-8 was developed a little later than the 707 and as a result was always playing catch up. Despite being a fine aircraft, the VC10 was too late to seriously challenge the 707 and DC-8, but today soldiers on in military service with the RAF as tankers and transports. This detailed work is filled with highlights of each aircrafts development plus a broad overview of its operational history.

Legends of the Air 6. Sftbd., 8 1/4x 11, 186 pgs., 225 bandw ill., 60 color.

U.S. military C-135 spy planes flying intelligence, airborne command, treaty compliance, nuclear monitoring, weather monitoring and other tasks. The aircraft, places, missions, people, operating worldwide sorties, close to opponents such as Russia and China. 60 years of operations, history, and personal stories of super spooks.

Warbirds pays special attention to the aircraft of America's Golden Age, 1919-1939, and the breakthrough technological developments of that era. Warbirds offers more than 300 A-Z entries of the aircraft of America's Golden

Age. Each entry includes a photograph of the warplane, service dates, manufacturer, records set, engineering and performance history, technical innovations, and even operational problems. To help enthusiasts and researchers, the guide cites the very latest books and periodical literature in its two extensive bibliographies. It also lists aviation museums, airplane magazines, and sources of photographs. Each entry includes a photograph of the warplane, service dates, manufacturer, records set, engineering and performance history, technical innovations, and even operational problems

"TRB's Airport Cooperative Research Program (ACRP) Report 84: Guidebook for Preparing Airport Emissions Inventories for State Implementation Plans is designed to assist in the preparation of airport emissions inventory component of a State Implementation Plan. The Guidebook offers a basic, intermediate, and advanced approach for preparation of an airport emissions inventory. Each approach is progressively more complex, requiring increasingly detailed input data that generates greater airport specificity and accuracy. The choice of a particular approach is up to the user as a function of the level of response appropriate to a specific airport, the demands of the facility and the surrounding community, and data availability. A CD-ROM, which is included with the print version of the report, contains an Airport Emissions Estimator Tool that applies to

the basic approach. In addition, the CD-ROM includes the appendixes that accompany ACRP Report 84 as well as other project-specific material."--Publisher's description.

The document is comprised of papers presented at the Air Force Conference on Fatigue of Aircraft Structures and Materials, sponsored by the Air Force Flight Dynamics Laboratory (AFFDL) and the Air Force Materials Laboratory (AFML), Air Force Systems Command. The purpose of the Conference was to discuss technological advancements in fatigue and fracture theory. The Conference was comprised of ten technical sessions (including two panel discussions) entitled 'The Role of Materials in Structures'; 'Fundamentals I + II'; 'Criteria'; 'Fracture I + II'; 'Phenomena I + II'; 'Analysis'; 'Design and Service Experience'. A total of fifty-six technical papers were presented.

Though the C-135 was originally designed over forty years ago as an aerial refueling tanker, (749 of the 820 were built as tankers), more than 600 of all types of C-135s are still flying. Boeing's C-135 series has been the most successful military jet ever built. This book, Don Logan's sixth, tells the story of the Boeing C-135 series including: tankers, reconnaissance, airborne command post, weather, test, and special purpose models. All C-135 aircraft types, along with their operating units are covered. Tables and serial number lists are included

listing all C-135 configurations by serial number. Re-engine programs and facts including serial numbers of the C-135s and the identity of the donor aircraft in the airline re-engine program (E-model types). Also included: a listing of all C-135 losses, including date and reason for loss; three views of C-135 major configurations; selected aircraft nose art; and all USAF, ARFES, and Air National Guard unit markings. Don Logan is also the author of Rockwell B-1B: SAC's Last Bomber, The 388th Tactical Fighter Wing; At Korat Royal Thai Air Force Base 1972, Northrop's T-38 Talon, Northrop's YF-17 Cobra, and Republic's A-10 Thunderbolt II. (all available from Schiffer Publishing Ltd.)

Beskriver det amerikanske tankfly Boeing KC-135 og omtaler de mange varianter af den militære version af flytypen, som jo er Boeing 707 i den civile version.

"An information-packed handbook covering some 180 of the major military aircraft in service with the air forces of today ... Each aircraft is covered by text detailing its origins, history and variants, followed by a full technical specification; and each type is additionally illustrated in color and with a three-view diagram"--Jacket.

Ever wondered how many aircraft were converted into Japanese Zeroes and torpedo bombers for Tora! Tora! Tora! or how French Gazelle helicopters were modified for the title role in Blue Thunder? This first of its kind reference book

lists aircraft featured in 350 films and television shows, providing brief individual histories, film locations, serial numbers and registrations. Aircraft are also cross-referenced by manufacturer. Appendices provide brief bios on pilots and technicians, information on aircraft collections owned by Tallmantz Aviation and Blue Max Aviation and film credits for U.S. aircraft carriers.

Because of the important national defense contribution of large, non-fighter aircraft, rapidly increasing fuel costs and increasing dependence on imported oil have triggered significant interest in increased aircraft engine efficiency by the U.S. Air Force. To help address this need, the Air Force asked the National Research Council (NRC) to examine and assess technical options for improving engine efficiency of all large non-fighter aircraft under Air Force command. This report presents a review of current Air Force fuel consumption patterns; an analysis of previous programs designed to replace aircraft engines; an examination of proposed engine modifications; an assessment of the potential impact of alternative fuels and engine science and technology programs, and an analysis of costs and funding requirements.

The US Air Force has performed peripheral reconnaissance adjacent to the traditional foe of Russia, China, North Korea and others for seven decades. Evolving from rudimentary aircraft to an unprecedented level of sophistication,

the current, elderly airframes boast unmatched performance. The book details the aircraft, equipment, sensors, air bases involved, and limited operational details-as much remains highly classified. Additionally, stories by the personnel involved, who have flown these mission, and often faced their quarry at very close range. The majority of aircraft involved are the Boeing C-135 series, including more than 100 different airframes, of 48 different versions. Missions include strategic intelligence, airborne command and control, treaty compliance, Open Skies, weather reconnaissance, aerial refuelling, and transportation. Details the different aircraft missions, bewildering programme names, operating locations, and flying units involved. Background support organisations are presented. A potted history of every aircraft involved is included, together with units operated, and designations applied. Sixty years of operations, which continue to this day, are mostly shrouded in secrecy. A cat and mouse adventure, throughout the Cold War, into the new peace dividend, and now in the face of renewed Russian aggression. The veil of secrecy is lifted, ever so slightly! Extending the life of an airframe has proven challenging and costly. Extending the life of an avionics system, however, is one of the most critical and difficult aspects of extending total aircraft system lifetimes. Critical components go out of production or become obsolete, and many former suppliers of military-grade

components have gone out of business. From 1986 to 1996, for example, the percentage of discontinued military/aerospace electronic devices nearly doubled-from 7.5 percent to 13.5 percent. In addition, legacy avionics systems, which were designed to meet requirements of the past, generally lack the full capability to perform new missions, meet new threats, or perform well in the new information-intensive battlefield environments. As the legacy aircraft fleet ages, avionics systems will become more and more difficult to support and maintain. Whereas the military once provided a large and profitable market for the electronics industry, the military electronics market today constitutes less than 1 percent of the commercial market. As a result, the military must increasingly rely on commercial off-the-shelf (COTS) technologies for its avionics hardware and software. Although COTS items are generally less expensive than comparable items designed especially to meet military specifications, the technology-refresh cycle for COTS is typically 18 months or less, which exacerbates the obsolescence problem for aircraft whose lifetimes are measured in decades. The short refresh cycle is driven mostly by the tremendous advances in computer systems, which comprise an increasing percentage of avionics content. In response to a request by the Assistant Secretary of the Air Force for Acquisition, the National Research Council convened the Committee on Aging Avionics in

Military Aircraft, under the auspices of the Air Force Science and Technology Board, to conduct this study. This report summarizes the following: - Gather information from DoD, other government agencies, and industrial sources on the status of, and issues surrounding, the aging avionics problem. This should include briefings from and discussions with senior industry executives and military acquisition and support personnel. A part of this activity should include a review of Air Force Materiel Command's study on diminishing manufacturing sources to recommend ways to mitigate avionics obsolescence. - Provide recommendations for new approaches and innovative techniques to improve management of aging avionics, with the goal of helping the Air Force to enhance supportability and replacement of aging and obsolescing avionics and minimize associated life cycle costs. Comment on the division of technology responsibility between DoD and industry.

Written by more than 100 international scholars and experts, this encyclopedia chronicles the individuals, equipment, and drama of nearly a century of aerial combat.

One of America's most daring and accomplished test pilots, Tex Johnston flew the first US jet airplanes and, in a career spanning the 1930s through the 1970s, helped create the jet age at such pioneering aersospace companies as Bell

Aircraft and Boeing.

Many of the aircraft that form the backbone of the U.S. Air Force operational fleet are 25 years old or older. A few of these will be replaced with new aircraft, but many are expected to remain in service an additional 25 years or more. This book provides a strategy to address the technical needs and priorities associated with the Air Force's aging airframe structures. It includes a detailed summary of the structural status of the aging force, identification of key technical issues, recommendations for near-term engineering and management actions, and prioritized near-term and long-term research recommendations.

Few would have imagined when "Dix" Loesch and "Tex" Johnston took the KC-135A up for its maiden flight on August 31, 1956 that some 60 years later, it would still be in front-line active service around the world. What began as a jet-powered replacement for the KC-97 to refuel Strategic Air Command's growing B-47 and B-52 bomber fleet soon evolved into America's first military heavy jet transport, an airborne command post platform capable of surviving and then commanding America's nuclear war plan, a testbed that enabled scientists to study the Earth, send men to the Moon and understand the power of the atom. Other variants of the KC-135 included a reconnaissance airframe that monitors arms agreements, gathers intelligence to understand the intentions and

capabilities of potential enemies and provides real-time intelligence in combat - beginning with the war in Southeast Asia, and continuing to ongoing conflicts in the Middle East and Southwest Asia. Today, tanker versions of the KC-135 remain in service with Chile, France, Singapore, Turkey, and the United States, while reconnaissance variants operate with Great Britain and the United States. This is a fully revised and expanded edition of the original bestselling 'Aerofax' book and includes operational histories of the 80+ unique types, as well as individual details for all 820 airplanes by serial number including first flight, delivery, changes in configuration, attrition, and retirement. Appendices cover all units, a summary of each accident, display and stored aircraft, and record-setting achievements. The author is a former USAF pilot qualified on 17 types of KC-135s, EC-135s, and RC-135s, who bring both personal experience and a broad historical understanding to this definitive work on one the most significant military aircraft of the Cold War and beyond.

Air Force History and Museums Program. Edited by Helen Kavanaugh-Jones. Explains how the United States Air Force has developed and acquired the aeronautical weapon systems and associative technologies that won airpower supremacy in World War 2, Korea, Vietnam, and the Persian Gulf, and that today remain a mainstay of deterrence and peacekeeping around the world. Includes

and eight page folder which unfolds into a 12 x 38 inch wall poster entitled A Century of Air and Space Power Timeline. Book and folder pamphlet, sold as a set.

The U.S. did not become the world's foremost military air power by accident. The learning curve--World War I, World War II, the Korean War, the Vietnam War, the Gulf War, and more recently the war on terror--has been steep. While climbing this curve, the U.S. has not only out-gunned the opposition, producing superior military aircraft in greater numbers than its foes, but has out-trained them, too. This book provides a comprehensive historical survey of U.S. military training aircraft, including technical specifications, drawings and photographs of each type of fixed and rotary-wing design used over a 98-year period to accomplish the first step of the learning process: the training of pilots and aircrews.

The World's Most Powerful Civilian Aircraft profiles many types, from cargo transports and freighters, through flying boats, passenger airliners, and business jets. Featured aircraft include the Ford Trimotor “Tin Goose,” one of the great workhorses of early aviation history; the supersonic Tupolev Tu-144 “Charger” and Concorde, Cold War competitors in aviation excellence; and the most popular passenger aircraft of the present, including the Boeing 747 and Airbus A380. Each entry includes a brief description of the model’s development and history, a profile view, key features, and specifications. Packed with more than 200 artworks and photographs, this is a colorful

guide for the aviation enthusiast.

This in-depth study of U.S. involvement in the modern Middle East carefully weighs the interplay of domestic, cultural, religious, diplomatic, international, and military events in one of the world's most troubled regions. • Hundreds of alphabetically organized entries on wars, political events, religious and cultural issues, and diplomatic initiatives, as well as in-depth essays on background material, area and regional analyses, and biographical entries • An introduction by General Anthony Zinni, USMC (Ret), former commander in chief of U.S. Central Command • A chronologically arranged final volume comprised of primary and contemporary documents with individual introductions • A detailed chronology of events • Cross-references and books for further reading appended to each entry • A bibliography of over 450 books that are the latest in the field