

Altus Kc 135 And C 17 Air Refueling Study Guide

The Boeing KC-135 Stratotanker KC-135 Stratotanker Air Force Manual Proceedings of the Air Force Conference on Fatigue and Fracture of Aircraft Structures and Materials Boeing KC-135 Stratotanker KC-135 Stratotanker in Action Torch Voices from an Old Warrior Department of Defense Authorization for Appropriations for Fiscal Year 1979 Airlift Tanker Boeing Magazine Air Force journal of logistics: vol26_no1 International Directory of Civilian Aircraft, 1999-2000 The Boeing KC-135 and Variants American Aviation News Issue Seattle Stratotanker Veterans Improved Load Alleviation Capability for the KC-135 World Electronic Warfare Aircraft KC-135 Stratotanker American Aviation Robert S. Hopkins, III Kenneth P. Katz United States. Department of the Air Force Air Force Flight Dynamics Laboratory (U.S.) Robert Smith Hopkins C. M. Reed Christopher J.B. Hctor United States. Congress. Senate. Committee on Armed Services Gerhard Frawley Robert Smith Hopkins Bob Archer Adam L. Mortensen Martin Streetly

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Stratotanker American Aviation *Robert S. Hopkins, III Kenneth P. Katz United States. Department of the Air Force Air Force Flight Dynamics Laboratory (U.S.) Robert Smith Hopkins C. M. Reed Christopher J.B. Hootor United States. Congress. Senate. Committee on Armed Services Gerhard Frawley Robert Smith Hopkins Bob Archer Adam L. Mortensen Martin Streetly*

few would have imagined when dix loesch and tex johnston took the kc 135a up for its maiden flight on 31 august 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 brings 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

many air forces can conduct missions such as air superiority and ground attack but only the us air force has truly global reach for more than five decades the essential enabler of this global reach has been the kc 135 stratotanker unarmed and unglamorous the kc 135 has been one of the most successful and enduring aircraft in us air force history primarily based on the author s extensive access to operational kc 135 aircraft on the ground and in flight this book contains the most detailed photographic documentation of the kc 135 inside and out that has ever been published as well as color profiles of the kc 135r in the markings of every major usaf command that has operated that variant

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

subtitled more than just a tanker this highly readable text follows the development and service use of this globe trotting aircraft and takes you through tasks the kc 135 has performed such as transport tanker weather recce reconnaissance and intelligence gathering special ops test bed and more charts every variant and sub variant the most complete kc 135 history available sftbd 8 1 2x 11 224 pgs 185

bandwidth 50 color

former usaf pilot christopher hector examines the history and safety record of the boeing kc 135 stratotanker aircraft

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

latest edition of the bestselling biennial features a separate entry for every civil aircraft type currently in service nearly 400 in all canvas bodied single seaters to the 777

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the first kc 135a was rolled out on july 18 1956 nearly 70 years ago and amazingly half of those constructed during the following ten years are still active described as a force multiplier providing aerial refueling to extend range or enable combat aircraft to remain on station for significantly longer periods the kc 135 is unmatched ordered primarily as a tanker it subsequently took on roles in strategic reconnaissance airborne command post treaty verification weather monitoring air sampling test and evaluation support vip aircrew trainer airlift and much more while many kc 135 aircraft with a unique tasking have been replaced some have an open ended life expectancy and should exceed 80 years service to date more than 80 different designations have been allocated distinguishable through the application of prefix or suffix letters illustrated with over 160 images this book the first of two will detail those aircraft with an aerial

refueling designation ground trainers export and civilian tankers and those that were used to conduct tests and evaluations

the air force will greatly increase its use of unmanned aerial vehicles uavs in the next century and the latter part of this decade these uavs will require refueling like their manned counterparts the kc 135 and the kc 10 are candidates to provide this refueling task the kc 10 is equipped with an automatic load alleviation system on its refueling boom which minimizes radial loads at the receiver of the aircraft being refueled the kc 135 does not have such a system on its boom because the boom operator relies on visual cues to tell him when the boom is bending to adjust the boom's ruddervators large loads may be imparted to receiver aircraft at the fuel receiver port while load alleviation is required for all aircraft in order to ensure that binding of the nozzle does not prevent disconnect load alleviation may also be important for the lightweight uav in order to prevent unwanted disturbance to its flight control system a controller was designed to control the longitudinal motion of the boom this controller can control the angle of the boom so no forces are imparted to the nozzle as the tanker moves from its nominal orientation the optimal controller design uses both feed forward and rate feedback to modulate the commanded torque signal sent to the ruddervators the results show that using an automatic controller promises to provide accurate control of the kc 135 refueling boom during refueling operations with minimal nozzle forces being imparted to the receiver aircraft

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