

**B 58**

**ML Morrison**

**B-58 Hustler Units** Peter E. Davies, 2019-10-31 One of the most dramatic bombers of its day, the Convair B-58 came to epitomise the Cold War power of Strategic Air Command. Introduced only 12 years after the sound barrier was first broken, this iconic plane became the first large long-range supersonic bomber to take to the skies, a feat which had seemed far-fetched only a few years previously. Outstripping its contemporaries in terms of speed, and agile enough to escape most interceptors, the B-58 was a remarkable feat of engineering, setting 19 world speed records and collecting a host of trophies. The first operational bomber capable of Mach 2 at 63,000 feet, it was able to evade hostile fighters and represented a serious threat to targets across the Soviet Bloc. Supported by contemporary first-hand accounts, photography, and full-colour illustrations, this study explores the history of this ground-breaking aircraft from its conception to its little-known testing for use in the Vietnam War.

*B-58 Hustler* David Doyle, 2015 Sleek, sporting a delta wing, four big engines, and an external payload, the Convair B-58 was the first operational bomber capable of Mach 2. In service for only a decade, the supersonic bomber was dubbed the Hustler--a tribute to its impressive performance. The effort that resulted in the B-58, which saw its heyday in the 1960s, began back in February 1949 the Air Research and Development Command at Wright-Patterson Air Force Base initiated the second Generalized Bomber Study (GEBO II). While a number of manufacturers responded, Convair's design, which drew heavily on that firm's previous delta-wing fighter stylings, was favored. During its career, the B-58 equipped two Strategic Air Command (SAC) bomb wings. The first of these, the 43d Bomb Wing, was based from 1960 into 1964 at Carswell Air Force Base in Fort Worth, Texas, adjacent to the factory where the B-58s were built, then moved in 1964 to Little Rock Air Force Base in Arkansas, where it remained until the Hustler's retirement in 1970. The second unit was the 305th Bomb Wing, based at Bunker Hill Air Force Base (later known as Grissom AFB), Indiana from 1961 through 1970. While the initial operational use of the B-58 was beset with delays, and in fact at one time SAC outright opposed the aircraft, as the decade of the 1960s began the B-58 brought SAC much desired prestige as it set a successive number of records involving speed and altitude. Among these were the 1961 Thompson Trophy, the Mackay Trophy, the Harmon Trophy, and the Bleriot Trophy. Despite its impressive performance, the B-58 was not without shortcomings. For one thing, its 1,740-mile unrefueled range was relatively modest. For another, the Soviets developed the SA-2 Guideline surface-to-air missile that could strike the Hustler at its 63,400 foot ceiling. Finally, the operational cost of the bomber was extremely high. Accordingly, in 1965, Secretary of Defense Robert McNamara ordered the B-58 phased out by 1974. Then, as the Nixon Administration made one last attempt to bring the Vietnam War to a successful end, Defense Secretary Melvin Laird advanced this phase-out to Fiscal Year 1970 to cut defense expenditures. Accordingly, the aircraft were, except for a few display specimens, shuttled off to Davis-Monthan Air Force Base, where they lingered in storage until 1977, at which time they were sold for scrap to Southwestern Alloys.

*B-58 Hustler* David Doyle, 2021-02-28 The Convair B-58 Hustler, with its distinctive delta wing shape, would become the world's first supersonic bomber, and the first aircraft to fly to Mach 2. With development beginning in 1949, the B-58, which could not carry conventional weapons, would become part of the US nuclear arsenal during the height of the Cold War. Although these bombers were initially considered difficult to operate, in time the hand-chosen crews who flew them came to love and respect the aircraft. Throughout the 1960s, crews flying the B-58 set numerous speed and distance records. These planes were tremendously expensive to operate, and it was budget issues that forced the early retirement of the bomber. The story of this historic aircraft is told through carefully researched photos, which are reproduced in remarkable clarity. Large, clear photos, coupled with descriptive and informative captions, unlock the secrets of this aircraft.

**Convair B-58 Hustler** Jay Miller, 1997 These volumes are packed with authoritative text, detailed photographs & drawings.

*Convair B-58 Hustler* Bill Holder, 2001 The legendary Convair B-58 Hustler, one of the most interesting bombers to reach operational status, and had an appearance - even though designed in

the 1940s - that would not look out of date in the 21st century. The first USAF delta-wing bomber was the Mach 2 Hustler that had the performance of a fighter aircraft. However, its tenure was short due to technical problems and excessive costs. The majority of Hustlers met their demise in the late 1960s, but a few remain at museums across the country.

*The B-58 Blunder* George Holt Jr, 2015-06-26 Highly effective weapons of war that often cost millions of dollars can easily end up in a trash pile due to quick and uninformed decisions. This work is a case study on how the B-58 supersonic bomber came to a premature death in the U.S. military, largely because of infighting among military and civilian leaders, who failed to understand the value of this fantastic airplane. It was a technological marvel for its time and the very best pilots and navigators were chosen to fly this unique aircraft. At its maximum speed of 2.2 Mach (1,452 mph) it was 2 1/2 times faster than the muzzle velocity of a .45 caliber bullet. It could fly faster and out turn must fighters of its day and was also capable of flying close to tree top level just below the speed of sound. It was nearly undetectable by enemy radars due to its speed and low radar cross section and was better at flying through heavy turbulence due to its solid delta wing design. It had a highly accurate navigation and bombing system. It had a capsule ejection system for the safety of the aircrew and was capable of getting airborne in only half the time required by other bombers. Told for the first time, this is the inside story that dispels the unproven myths surrounding the demise of the B-58 and why this magnificent airplane should have been saved. Its loss from the nuclear armory was a severe blow to our Cold War deterrence strength. The B-58 was a bomber that set the standard for fear in the heart of an enemy. Its loss was a strategic mistake. The author provides lessons learned and recommendations for military and civilian leaders, going forward, to hopefully prevent future blunders-like what happened to the B-58.

Convair B-58 Hustler Pilot's Flight Operating Instructions United States Air Force, USAF, 2008-01-01 En instruktionsbog (Flight Manual) for B-58 Hustler.

**B-58 Hustler Pilot's Flight Operating Instructions** United States Air Force, 2011-11 The USAF's first jet-powered bomber capable of reaching Mach 2.0, the Convair B-58 Hustler carried a crew of three and a nuclear payload. A complex aircraft, the B-58 suffered teething problems during development and became infamous for its maintenance requirements. It also compiled a dubious safety record: out of 116 Hustlers, 26 were lost in accidents. Nevertheless, the B-58's career spanned nearly a decade between 1960-70. It might have continued even longer, but Secretary of Defense Robert McNamara believed the aircraft, which was designed for high-speed, high-altitude tactical approach, was vulnerable to air-to-air missile attack. Its replacement the F-111A Aardvark would be designed to perform a low approach attack. Originally printed by the U.S. Air Force, this B-58A flight operating manual taught pilots everything they needed to know before entering the cockpit. Originally classified Restricted, this manual was declassified long ago and is here reprinted in book form.

**Convair B-58 Hustler** Nico Braas, 2017 When the B-58 Hustler bomber entered service in 1958 it was a very futuristic looking delta wing bomber creating a lot of sensation. Intended as a successor of the B-47 Stratojet it was capable of reaching twice the speed of sound. However, development went not without problems and costs risings went so out of control that the whole project was almost cancelled a few times. Strategic Air Command was initially against ordering the B-58 for service, not only because of its complexity but also since they saw no advantage of a Mach 2 bomber over other types. In spite of this the B-58 entered into service at S.A.C. in 1960. It would have a relatively short operational career... Bron: Flaptekst, uitgeversinformatie.

**The B-58 Hustler - Promotional Ads for the World's First Supersonic Bomber.** George Holt, 2018-11-11 This publication contains 45 Promotional Ads by Convair, subcontractors, and other suppliers during the development of the B-58 Hustler, the World's First Supersonic Bomber. It also contains many trophy photos, description of records set by the Hustler and a comparison of top speeds with other bombers and fighters.

**Call to Glory**, 2015-08-07 During the 1962 Cuban Missile Crisis, the Convair B-58 Hustler proved to be a difference maker, but by the end of the decade was retired. This tribute and historic

reappraisal of this iconic USAF supersonic nuclear strike bomber is based on first-hand accounts from those who flew this record-setting aircraft for SAC during the Cold War.

*The B-58 Hustler - Promotional Ads for the World's First Supersonic Bomber. 2nd Edition.*  
George Holt Jr, 2019-04-02 I was one of the lucky ones to have flown in the B-58 Hustler. This large format (8 1/2 x 11) book contains 73 Promotional Ads by Convair, its subcontractors and other suppliers for the World's First Supersonic Bomber. This 2nd Edition almost doubles the number of promotional ads about the B-58 that I had collected over the years and that were initially presented in the first edition. I restored a number of them to make the picture quality and text sharp and more readable. This edition should now contain the most complete collection of ads in existence. It should be a valuable historical document for B-58 aficionados as well as military aircraft lovers all over the world. Like the first edition there is a description of speed records by the Hustler, along with trophy photos and a comparison of top speeds with other bombers and fighters.

**Air University Periodical Index**, 1958

**Lockheed Blackbird** Paul F. Crickmore, 2016-11-17 In 1986 Paul Crickmore's first groundbreaking book about the Lockheed SR-71 Blackbird was published. At that time, the Cold War was at its height and the SR-71 was an integral element in securing crucial intelligence from all parts of the globe. The highly sensitive nature of its missions couldn't be compromised, and it wasn't until the end of the Cold War that the operational exploits of this incredible aeronautical masterpiece could be openly written about. As time passed has more and more information has come to light, with a vast number of official documents declassified and key military figures able to talk openly about the Blackbird programme. Paul Crickmore has used these updated facts to revise his previous history of one of the world's most iconic aircraft of all time, creating what will surely be considered the definitive, timeless volume about the SR-71 Blackbird.

*A Heritage of Service* Ann Krueger Hussey, 1992

*Trade in Grain Futures* United States. Commodity Exchange Authority, 1937

**Nuclear Data Tables** U.S. Atomic Energy Commission, 1960

**To Kill Nations** Edward Kaplan, 2015-03-24 In *To Kill Nations*, Edward Kaplan traces the evolution of American strategic airpower and preparation for nuclear war from this early air-atomic era to a later period (1950–1965) in which the Soviet Union's atomic capability, accelerated by thermonuclear weapons and ballistic missiles, made American strategic assets vulnerable and gradually undermined air-atomic strategy. Kaplan throws into question both the inevitability and preferability of the strategic doctrine of MAD. He looks at the process by which cultural, institutional, and strategic ideas about MAD took shape and makes insightful use of the comparison between generals who thought they could win a nuclear war and the cold institutional logic of the suicide pact that was MAD. Kaplan also offers a reappraisal of Eisenhower's nuclear strategy and diplomacy to make a case for the marginal viability of air-atomic military power even in an era of ballistic missiles.

*Geological Survey Water-supply Paper* ,

Direct Support and General Support Maintenance Manual (including Repair Parts and Special Tools List for Direct Support, General Support, and Depot Maintenance) , 1973

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