# Globemaster

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This Is the C-17 Globemaster III Loraine D. Nunley,2014-07-17 The C-17 Globemaster III aircraft is world renowned as a versatile and respected military transport plane. Its technological advances and capabilities has earned it awards and honors among the military community. While its primary usage is military, its versatility makes it useful in other capacities as well. This book is intended to introduce children to this award winning aircraft, but adults may also find themselves eager to learn more about this mighty workhorse.

C-17 Globemaster III Bill Norton,2013 Boeing's versatile C-17 Globemaster III combines strategic and tactical airlift into one wide-body aircraft capable of short takeoff and landing from unpaved fields. The giant, four-engine cargo jet has become more and more prominent in representing the US worldwide. Whether carrying the President, paratroopers, casualties, or vital materiel, or when performing airdrop or assault landings, the C-17 is the image of current aerospace technology and power projection. This richly illustrated, all-color, monograph highlights every aspect of the Globemaster design and mission execution through all theaters of US involvement in both wartime and peacetime. All US and foreign operators are discussed and portrayed in photographs. Combat operations, disaster relief, upgrades, and production are all described in word and image. This volume is a must for anyone interested in one of the very latest military aircraft that has made an essential contribution in recent conflicts and is looking forward to decades more of exciting service.

Letters from the Globemaster Families Michael Rocereta, 2015-07-28 Letters from the Globemaster Families: The Lost C-124 of Mount Gannett, Alaska gathers evidence and presents the most likely description of the final flight of a United States Air Force troop transport plane carrying fifty-two servicemen. The Globemaster C-124 crashed into the side of Mount Gannett, Alaska. Sixty years later a glacier yielded up both the wreckage and remains of some of the crashs victims. Michael Rocereta uses his two decades worth of experience as an instrument-rated private pilot, his education as a geologist and his experience investigating accidents to guide his research, presentation and conclusions regarding the accident. Letters from the Globemaster Families uses as introductions to its chapters the correspondence of relatives as they write about their desires to know the details of the airplanes crash and their loved ones deaths. This approach provides a personal counterbalance to the technical details covered in the chapters themselves. The book concludes with a collection of short biographies of the servicemen, a glossary of terms and acronyms, a selected bibliography, and an index. No matter whether you appreciate the work of a solid investigation, regional history of Alaska, military history, or the resolution that individuals can feel when they come to closure, then Letters from the Globemaster Families: The Lost C-124 of Mount Gannett, Alaska, will deliver a focused narrative of a tragic event that spans the decades.

Douglas Jumbo's Anthony J. Tambini,1999 The history of military air transport to date has been incomplete. Lacking is the document legacy of two relatively unknown Douglas transports, the reciprocating engined Globemaster I and II. These propeller driven aircraft set the benchmark for the heavy lift transport's that are currently in operation in both civilian and military service. Lost in history is the fact that Globemaster I was the first truly heavy lift transport to enter military service. Its offspring, the Globemaster II, for over twenty years performed yeoman's work in supporting for US and its allies; it has also made possible humanitarian relief to the world at large.

Navigating the C-124 Globemaster Billy D. Higgins, 2019-07-26 The C-124 Globemaster—a U.S. military heavy-lift transport in service 1950 through 1974-barreling down a runway was an awesome sight. The aircraft's four 3800 hp piston engines (the largest ever mass-produced), mounted on its 174-foot wingspan, could carry a 69,000-pound payload of tanks, artillery or other cargo, or 200 fully equipped troops, at more than 300 mph. The flight crew, perched three stories above the landing gears in an unpressurized cockpit, relied, like Magellan, on celestial fixes to navigate over oceans. With a world-wide mission delivering troops and materials to such destinations as the Congo, Vietnam, Thule, Greenland and Antarctica, the Globemaster lived up to its name and was foundational to what Time magazine publisher Henry Luce termed the American Century. Drawing on archives, Air Force bases, libraries and accident sites, and his own recollections as a navigator, the author details Cold War confrontations and consequent strategies that emerged after Douglas Aircraft Company delivered the first C-124A to the Military Air Transport Service in 1949.

C-17 Globemaster III Ken Neubeck, 2021-11-28 The McDonnell Douglas / Boeing C-17 Globemaster III's design, construction, and operational history are presented in this book. With over 280 aircraft built, the Globemaster III is one of the workhorses for the US Air Force as well as a number of foreign countries such as Britain, Australia, Canada, India, Qatar, and Kuwait. It was designed primarily as both a strategic and tactical airlift aircraft but has also been widely used in added roles such as medical evacuation and airborne troop drops. It saw combat during operations Enduring Freedom and Iraqi Freedom and has also been deployed on humanitarian missions throughout the world since its introduction in 1995.

C-17 Globemaster United States. General Accounting Office, 1997

Boeing C-17A Globemaster III Bill Norton, 2001 This top-flight series provides a review of the world's most exciting combat aircraft.

Boeing C-17 Globemaster Iii - Wbt Bill Norton,2001-03 The C-17A's gestation is a fascinating study in the development and aquisition of US military aircraft. Combining the strategic and tactical airlift missions in one airframe with Short Takeoff and Landing (STOL) capability augmented with a fly-by-wire flight control system makes the C-17 an especially interesting transport aircraft. Its mission is varied and dynamic and its short service record to date has been one suggesting a long and noteworthy future. Readers will find this account of the Globemaster III's inception, development, unique features, and early service insightful and interesting. It is an auspicious point in the aircraft's history to detail this airlifter.

The Globemaster World Atlas Hammond Incorporated, 1973

<u>Douglas C-124 Globemaster II</u> Earl Berlin,2000 The answer to a need for larger and faster commercial and military airlifters was provided by, among others, the Douglas aircraft company with its military C-74 and C-124 cargo planes. The C-124 evolved from an earlier Douglas design, the C-74 Globemaster. Officially, it was the Globemaster II, but the name had no appeal to the drivers and fixers, so it came to be called Old Shaky or just plain Shaky, and as time passed, the name was more often than not uttered with a kind of reverence.

C-17 Globemaster III., 2008

Douglas C-74 Globemaster Nicholas Williams,2020-11-15 The Japanese attack on Pearl Harbor in December 1941 brought U.S. Army Air Corps strategists to the realization that a new global transport was needed to carry large loads over great distances. The Douglas Aircraft Company in Santa Monica, California, also quickly saw this need and design studies were begun immediately on an expanded version of the company's DC-4. The C-74 Project Group adopted a design philosophy to produce a no frills transport able to accommodate at least two of the Army's T-9 tanks, two 105mm Howitzers, or two angle dozers. Douglas contacted the Air Corps early in 1942 to determine their interest and a letter of intent was issued in March 1942 for procurement of the Model 415A, now designated the C-74. A contract of over \$50 million was signed in June 1942 for fifty airplanes. To speed its delivery to operational units, the C-74 was designed to be released without the benefits of an experimental or prototype model, all aircraft being designated as C-74s with design features following conventional state-of-the-art practice. Originally, powered by Wright R-3350 engines, a decision was made in March 1943 to switch to the new, mammoth Pratt & Whitney R-4360 Wasp Major. The first C-74 was rolled out in July 1945 from the Douglas Long Beach factory. At rollout, the C-74 was the largest land-based transport in the world with a wingspan of 173 feet, length of 124 feet, and gross weight of 145,000 pounds. Able to carry 125 passengers, the C-74 was called the Globemaster as its 11,100-gallons of internal fuel gave it a maximum range of over 7,000 miles, enabling it to circumnavigate the world with only two

refueling stops. In its final form, the C-74 was a remarkably efficient airplane, using a semi-laminar flow airfoil for its wings with a full-span flap arrangement. The pilots were enclosed by two teardrop-shaped, double-bubble canopies that provided them with a 360-degree view. Douglas had every intention of adapting the C-74 into a civil airliner once hostilities had ended. In 1944 Pan American World Airways ordered 26 examples of the civil version, the DC-7, for a route expansion program into Latin America. However, further development of this DC-7 design increased its gross weight to 162,000 pounds and the unit cost to \$1.4 million and Pan American cancelled its order in October 1945, opting for smaller transports. The first C-74, 42-65402, made its maiden flight from Long Beach in September 1945, but with the end of World War II, most of the C-74 production order was cancelled and only 14 Globemasters were built. Unfortunately, during contractor demonstration flights the second Globemaster crashed. The fourth C-74 was subsequently diverted for static tests and its components tested to destruction at Wright Field, Ohio. Beginning in September 1946, the remaining twelve C-74s were flown for the next nine years by the Army Air Forces' Air Transport Command and the U.S. Air Force's Military Air Transport Service. Once in service, the C-74 Globemaster, based first in Memphis, Tennessee, then Morrison Field, West Palm Beach, Florida, finally at Brookley AFB, Mobile, Alabama, set many records for tonnage carried. In November 1949, a C-74 flew the Atlantic to England with a record 103 passengers aboard. One Globemaster set several records during the Berlin Airlift, averaging over 38,000 pounds of cargo and setting a new Airlift Task Force utilization record by flying 20 hours in a 24-hour period. Until one C-74 was converted to the prototype C-124A and the Globemaster II became available, the C-74 was the only Air Force transport capable of carrying outsized cargo. After the C-74's retirement from service in 1955, several were purchased surplus and began flying for a contract air carrier, Aeronaves de Panama, hauling prize cattle from Denmark to the Middle East, horses to Singapore, and ships' parts and vegetables throughout Europe. Unfortunately, after the tragic crash in 1963 of one C-74 in Marseilles, France, the airline suspended operations and its C-74s eventually were scrapped. Today, no examples of this record-setting transport exist. This monograph of the C-74 Globemaster is written by Nick Williams, an award-winning author of over two dozen articles published in the Journal of the American Aviation Historical Society and publications in the U.K. Nick has written two previous books in Steve Ginter's Naval Fighters series as well as his 1999 book published in the U.K., Aircraft of The Military Air Transport Service 1948-1966. His new book on the C-74 is the result of nearly fifty years of research, containing comments from several of the C-74's engineers as well as former Douglas and Air Force pilots.

Air Force C-17 Aircraft Procurement Jeremiah Gertler,2010-11 Contents: (1) Intro.; (2) Background: C-17 Program; Comparison with C-5; Program Origin and Milestones; Procurement Quantities; Contractors, Employment, and Production Line Shutdown; International Sales; C-5 Modernization Program; C-5 Avionics Modernization Program; C-5 Reliability and Re-engining Program; Requirements for Strategic Airlift; Mobility Capabilities Study 2005; Evolution in Planned Mix of Airlift Aircraft, 2005-09; Mobility Capabilities and Requirements Study 2016; (3) Issues for Congress: Procuring C-17s and Legislating on Airlift Force Structure; Requirements for Airlift Capability; Cost-Effectiveness of C-5 Modernization Compared to C-17 Procurement; (4) Legislative Activity in 2009. Charts and tables.

C-124 Globemaster United States. Air Force, 2004

The DOD C-17 versus the Boeing 777: A Comparison of Acquisition and Development,

AMC Museum Fact Sheet, C-124 Globemaster, 2004

C17 aircraft cost of spare parts higher than justified: report to the Honorable Charlie Rose, House of Representatives,

Navigating the C-124 Globemaster Billy D. Higgins, 2019-07-25 The C-124 Globemaster—a U.S. military heavy-lift transport in service 1950 through 1974-barreling down a runway was an awesome sight. The aircraft's four 3800 hp piston engines (the largest ever mass-produced), mounted on its 174-foot wingspan, could carry a 69,000-pound payload of tanks, artillery or other cargo, or 200 fully equipped troops, at more than 300 mph. The flight crew, perched three stories above the landing gears in an unpressurized cockpit, relied, like Magellan, on celestial fixes to navigate over oceans. With a world-wide mission delivering troops and materials to such destinations as the Congo, Vietnam, Thule, Greenland and Antarctica, the Globemaster lived up to its name and was foundational to what Time magazine publisher Henry Luce termed the American Century. Drawing on archives, Air Force bases, libraries and accident sites, and his own recollections as a navigator, the author details Cold War confrontations and consequent strategies that emerged after Douglas Aircraft Company delivered the first C-124A to the Military Air Transport Service in 1949.

<u>Douglas C-124 Globemaster II</u> Bob Archer,2023-08-31 The Douglas C-124 Globemaster II is an American heavy-lift cargo aircraft that served with various air commands within the USAF in the 1950s and '60s until it was retired in 1974. With over 170 images, this book traces the history of the C-124 from its creation through to its introduction to Strategic Air Command and usage with other air commands.

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