Transport Aircraft

Bill Holder, William G. Holder, Scott Vadnais

American Military Transport Aircraft Since 1925 E.R. Johnson, 2013-04-23 Without the support of airlift, the modern American military machine would be brought to a standstill. Since World War II--beginning with the Cold War and continuing up to the present day--the U.S. armed forces have come increasingly to rely upon airlift for mobility. The power to rapidly move and thereafter support a military operation--anywhere in the world, at any time--has become a foundational element of American defense policy. This work provides the reader with a comprehensive historical survey--including technical specifications, drawings, and photographs--of each type of fixed-wing aircraft used by U.S. military forces over a nearly 90-year period to carry out the airlift mission.

Aerodynamic Design of Transport Aircraft E. Obert, 2009-04-16 The origin of Aerodynamic Design of Transport Aircraft stems from the time when the author was appointed part-time professor in the Aerospace Faculty of Delft University of Technology. At the time his main activities were those of leading the departments of Aerodynamics, Performance and Preliminary Design at Fokker Aircraft Company. The groundwork for this book started in 1987 as a series of lecture notes consisting mainly of pictorial material with a minimum of English explanatory text. After the demise of Fokker in 1996 one feared that interest in aeronautical engineering would strongly diminish. As a result of this, the course was discontinued and the relationship between the

author and the faculty came to an end. Two years later the situation was reappraised, and the interest in aeronautical engineering remained, so the course was reinstated with a former Fokker colleague Ronald Slingerland as lecturer. The lecture notes from these courses form the foundation of this publication.

<u>Small Transport Aircraft Technology</u> Louis J. Williams.1983

Small Transport Aircraft Technology Louis J. Williams, 2001-06 Small Transport Aircraft Technology, originally published in 1980 provides information on commuter airline trends and aircraft developments, and presents the results and conclusions of the full set of completed STAT studies. Five airplane manufacturers, five engine manufacturers, and two propeller manufacturers performed these studies. This report also summarized portions of NASA?s overall aeronautics research and technology programs which are applicable to commuter aircraft design, and suggests areas of technology that might beneficially be expanded or initiated to air and encourage U.S. commuter aircraft manufacturers in their evolution of improved aircraft for this market.

The "C" Planes Bill Holder, William G. Holder, Scott Vadnais, 1996 During the American Civil War, General Nathan Bedford Forrest stated that in order to win a battle, you had to get there the firstest with the mostest. Today in military parlance the C designation means only one thing-getting there first with the most! Cargo aircraft are the backbone of today\s military

operations. From Operation Vittles to Operation Desert Storm, without the C planes the battles would have been lost. This new book is the definitive history of every cargo aircraft that displayed the American flag, from the commercial Douglas C-1 built in 1925, to the newest C-33 designation given to a potential commercial, offthe-shelf transport aircraft to supplement the C-17. The authors have attempted to trace the roots of each of the C aircraft. Bill Holder is also the auhtor of McDonnell-Douglas F-15 Eagle: A Photo Chronicle(with Mike Wallace), and One-of-a-Kind Research Aircraft: A History of In-Flight Simulators, Testbeds & Prototypes(with Steve Markman)-both titles are available from Schiffer Publishing Ltd. Scott Vadnais is an Air Force public affairs officer currently assigned to the 325th Fighter Wing. He spent four years at Wright-Patterson AFB working with aircraft acquistions and testing programs including the C-17.

Impact of Advanced Air Transport Technology United States. Congress. Office of Technology Assessment, 1980

<u>Impact of Advanced Air Transport Technology</u> United States. Congress. Office of Technology Assessment, 1980

Transport Category Aircraft Systems Thomas W. Wild,2019-03 Transport aircraft systems have undergone many changes in the rapidly advancing electronic age, and Transport Category Aircraft Systems helps make sense of them. Designed for readers who know some aeronautical terminology and basic aircraft systems, this book provides indepth explanations and detailed illustrations of

large, transport-category aircraft and their onboard systems. It introduces aircraft systems by explaining the basics that are common to all large aircraft. By understanding how a system works on a specific aircraft, the reader can generalize that understanding to other aircraft. Transport Category Aircraft Systems covers everything from electrical power systems to oxygen systems to communications systems and beyond.

Performance of the Jet Transport Airplane Trevor M. Young, 2017-12-26 Performance of the Jet Transport Airplane: Analysis Methods, Flight Operations, and Regulations presents a detailed and comprehensive treatment of performance analysis techniques for jet transport airplanes. Uniquely, the book describes key operational and regulatory procedures and constraints that directly impact the performance of commercial airliners. Topics include: rigid body dynamics; aerodynamic fundamentals; atmospheric models (including standard and non-standard atmospheres); height scales and altimetry; distance and speed measurement; lift and drag and associated mathematical models; jet engine performance (including thrust and specific fuel consumption models); takeoff and landing performance (with airfield and operational constraints); takeoff climb and obstacle clearance; level, climbing and descending flight (including accelerated climb/descent); cruise and range (including solutions by numerical integration); payload—range; endurance and holding; maneuvering flight (including turning and pitching maneuvers); total energy concepts; trip fuel planning and

estimation (including regulatory fuel reserves); en route operations and limitations (e.g. climbspeed schedules, cruise ceiling, ETOPS); cost considerations (e.g. cost index, energy cost, fuel tankering); weight, balance and trim; flight envelopes and limitations (including stall and buffet onset speeds, V-n diagrams); environmental considerations (viz. noise and emissions); aircraft systems and airplane performance (e.g. cabin pressurization, de-/anti icing, and fuel); and performance-related regulatory requirements of the FAA (Federal Aviation Administration) and EASA (European Aviation Safety Agency). Key features: Describes methods for the analysis of the performance of jet transport airplanes during all phases of flight Presents both analytical (closed form) methods and numerical approaches Describes key FAA and EASA regulations that impact airplane performance Presents equations and examples in both SI (Système International) and USC (United States Customary) units Considers the influence of operational procedures and their impact on airplane performance Performance of the Jet Transport Airplane: Analysis Methods, Flight Operations, and Regulations provides a comprehensive treatment of the performance of modern jet transport airplanes in an operational context. It is a must-have reference for aerospace engineering students, applied researchers conducting performance-related studies, and flight operations engineers.

Prototype Aircraft Development United States. Congress. Senate. Committee on Interstate and Foreign Commerce, 1950

STOL Progenitors Bill Norton, 2002 This case study presents the history and technical achievements in developing the Boeing C-17, the largest STOL transport aircraft. It examines STOL technology and predecessor aircraft, but focuses on the United States Air Force's Advanced Medium STOL Transport (AMST) program and its YC-14 and YC-15 demonstrators. The book describes every step of the process including the needs requirements, technological approaches, design and operation implications, proposals and winning designs, alterations, innovations, cost constraints, construction, and flight testing. STOL aircraft that flew before and after the C-17 are also discussed to illustrate the continuing evolution of the technology.

Studies of Advanced Transport Aircraft A. L. Nagel,1978

Fire- and Smoke-Resistant Interior Materials for Commercial Transport Aircraft National Research Council, Division on Engineering and Physical Sciences, National Materials Advisory Board, Commission on Engineering and Technical Systems, Committee on Fire and Smoke Resistant Materials for Commercial Aircraft Interiors, 1996-02-19 The two principal objectives of this book were (1) to identify promising materials technologies, design issues (both overall and for individual components), and fire performance parameters (both full scale and for individual components) that, if properly optimized, would lead to improved fire and smoke resistance of materials and components used in aircraft interiors; and (2) to identify long-range research directions that hold the most promise for producing predictive modeling capability, new advanced materials, and the required product development to achieve totally fire-resistant interiors in future aircrafts. The emphasis of the study is on long-term innovation leading to impacts on fire worthiness of aircraft interiors ten to twenty years hence.

Transport Aircraft Production United States. Civil Aeronautics Board, 1942

German Air Force Airlift Operations Generalmajor a. D. Fritz Morzik, 2017-06-28 Germany's imaginative employment of transport aircraft in World War II produced as many innovations as Germany's use of tanks. Indeed, like the tank, the transport aircraft was closely associated with the Blitzkrieg concept. This relationship was advantageous at the outset of the war, but it became dangerous as the war dragged on and German armies outran their surface supply lines in North Africa and Russia. Then ground commanders began to think of air transport as the means of supply. The history of this trend is one of the main themes of this study, which was first published in its English translation in 1961. Some of the guestions embodied in this theme—How much air transport is enough? Under what conditions is an air-supply operation feasible? What are the prerequisites for a successful airlift to encircled ground forces? What are the advantages and limitations of the glider?—are as vital and controversial today as they were during World War II. Generalmajor a. D. Fritz Morzik, who began his military career as a non-commissioned officer in the German Air Service in World War I and ended it as Armed Forces Chief of Air Transport in World War II, is especially well-qualified to write the present study. His long career, spanning two world wars, and his experience with both civilian and military transport aircraft testify to the breadth of his practical knowledge.

Impact of Advanced Air Transport Technology: Air service to small communities United States.
Congress. Office of Technology Assessment, 1980

A Pilots History Carl Moesly, 2007 This is the compelling story of a. man who learned to fly before WWII. He soon joined the regular army air corps as a private. As war became inevitable he completed flight training as a staff sergeant and had the wings of a military pilot. He flew bombers, fighters and transport aircraft before being sent to the Pacific area. Flying C-54's loaded with priority cargo and personnel in and the wounded out. It was one bloody island after another from the East Indies to Tokyo, not flying as a group but as a single sitting duck for the enemy and friendly fire. As a single plane he landed at Atsugi airport to bring out the first loads of decimated allied prisoners. This was followed by flying the hump to help Chang Kia-chek against the communists. Discharged as a captain, he flew for up-start airlines that went bankrupt one after another. Two major carriers did no better. He was called to active duty during the Korean War to drop a weather station in northeast Greenland. Again a civilian, he was a chief pilot, operations director, a student of design and aeronautical engineering while running an aircraft

conversion shop. From Peru to the Artic wastelands and places around the world were his work area. This was followed by being a personal pilot and aviation consultant for powerful executives.

Test Techniques for Flight Control Systems of Large Transport Aircraft Yakui Gao, Gang An, Chaoyou Zhi,2021-02-16 Test Techniques for Flight Control Systems of Large Transport Aircraft offers theory and practice of flight control system tests. It is a systematic and practical guide, providing insights to engineers in flight control, particularly those working on system integration and test validation. Ten chapters cover an introduction to flight control system tests, equipment tests and validation, software tests and validation, flight control law and flying qualities evaluation, tests of flight control subsystems, integration and validation based on the iron bird, ground-based test, flight-tests, airworthiness tests and validation, and finally, the current status and prospects for flight control tests and evaluation. Presents flight control system integration tests and validation for large transport aircraft Includes the most advanced methods and technologies available Details the latest research and its applications Offers theoretical and practical guidance that engineers can use Considers the state-of-the-art and looks to the future of flight control system tests

Aircraft Fatigue J. Y. Mann, I. S. Milligan, 2013-10-22 Aircraft Fatigue: Design, Operational and Economic Aspects contains the proceedings of the Symposium on Aircraft

Fatigue—Design, Operational and Economic Aspects, held in Melbourne, Australia, on May 22-24, 1967. The papers explore the design and operational aspects of the fatigue problem in general aviation and transport aircraft, as well as the economic aspects of the fatigue problem as it affects both operators and manufacturers. This book is comprised of 21 chapters and begins with a description of an approach to structural reliability analysis based on order statistics and the expected time to first failure in a fleet of specified magnitude, along with its application to structures subject to progressive fatigue damage. The following chapters deal with structural load measurement and analysis; design and certification programs for a wide range of aircraft types including the Anglo-French and American civil supersonic transports; acoustic fatigue; and the design of joints. The detection of fatigue cracks in service and the effects of fatigue on the cost of design and operation of aircraft are also discussed. This monograph will be a useful resource for aircraft and aeronautical engineers as well as officials of civil aviation.

Transport, Aircraft and Specialized Carriers Octavi Díez,1999

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