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So Many, So Much, So Far, So Fast James K. Matthews 1996
Extreme Aircraft Ian F. Mahaney 2015-07-15 At any given time, extreme aircraft are flying above us, transporting people, fighting wars, and keeping our world safe. This text takes readers into the world of extreme airborne machines, covering such equipment as Boeing 777, the Airbus A380, The Globemaster, and more. Readers learn what aircraft are and understand how they assist extreme task forces and the military in carrying out their duties. The text also explores the lighter side of aircraft by learning about commercial passenger aircraft machines. Readers will gain an understanding of how technology and engineering—subjects covered in elementary curricula—are put to use in the real world. Sidebars, fact boxes, and colorful photographs complete the learning experience.

The Blue Angels Ken Neubeck 2019-03 Since 1946, the

world-famous US Navy Blue Angels flying-demonstration team has performed in airshows in the United States and around the world. This book details the origins of the team when created by the US Navy, as well as describing the different models of aircraft that the team has flown during its seventy-year history. The team's aircraft history goes from the propeller-driven F6F-5 Hellcat and F8F Bearcat, through the jet-powered F9F-8 Cougar, F11F-1 Tiger, F-4 Phantom, and A-4 Skyhawk, to the present-day F/A-18 Hornet, mirroring the development of US aircraft during this time. The book also presents graphic and photographic descriptions of some of the team's signature maneuvers that are performed during a Blue Angels airshow, in stunning imagery. Part of the Legends of Warfare series.

Aircraft of The Royal Australian Air Force Air Force History Branch 2021-06-01 Aircraft of The Royal Australian Air Force tells the story of the RAAF's first

one hundred years by describing the acquisition, operation, and service record of the multitude of aircraft types flown by the RAAF. The 176 aircraft types include the flimsy wood and canvas aircraft typical of World War I, through the technological advances during and after World War II, to modern fifth-generation, complex aircraft like the F-35 Lightning II. Even before its formation Sir Richard Williams, the Father of the RAAF, had decided to employ an alpha-numeric numbering system to identify and account for each aircraft in service. This system started with A1, A2, A3 etc as each type of aircraft came into service. Each individual aircraft within each series was identified as A1-1, A1-2 and so on and the aircraft serial became known colloquially as the 'A-number'. With some exceptions over the century since the A-number system started, aircraft entered RAAF service in broadly the sequence of the A-numbers, and so this book is intended to assist in charting the 100-year history of the RAAF by listing aircraft operated in A-number sequence, rather than by listing them by role (such as Fighter, Bomber, Maritime, Trainer, Transport etc) or alphabetically by name or by manufacturer. The inclusion of a comprehensive Index and the Quick Reference Guide to aircraft by role is intended to facilitate the location of the entry for any specific type of aircraft for those who may not already know its A-number. Aircraft of The Royal Australian Air Force is a must have for all those who have served in the RAAF, those with a passion for military aviation and aircraft in general, and the broader members of the public wishing to gain an appreciation of the Royal Australian Air Force in its centenary year.

Buckeye Flyer 1997

C-17 Cargo Aircraft Program 2000 The C-17 Globemaster

III is a long-range cargo/transport aircraft operated by the U.S. Air Force since 1993. Congress approved development of the aircraft in the late 1970s, when it was recognized that the Air Force did not have enough airlift capability. In 1981, the McDonnell Douglas C-17 emerged as winner of a competition with Boeing and Lockheed to develop a next-generation aircraft to replace C-130s and C-141s. Full-scale development of the C-17 got underway in 1986, but technical problems and funding shortfalls delayed the program, leading to slipped schedules and increased costs. Despite these difficulties, the C-17 has retained congressional support and enjoyed strong Air Force and Army backing. Defense officials view the C-17 as essential in the post-Cold War environment, because of its ability to use smaller bases in remote areas. The C-17 first flew in 1991, about a year later than originally scheduled. Deliveries began in 1993, and in January 1995 the Air Force declared the aircraft fully operational. By January 2000, the Air Force had taken delivery of 57 C-17s, some of which were used in Bosnia and later in Kosovo operations with notable success. Production problems in the late 1980s raised questions about the possibility of more cost-effective alternatives. In April 1990, Defense Secretary Cheney reduced the projected buy from 210 to 120 planes. In late 1993, DOD gave the contractor two years to solve production problems or face termination of the contract, with airlift shortfalls to be filled by modified commercial transport planes or existing military airlifters. *E2 Cargo Transport* Air Force Air Force Institute of Technology 2014-08-12 The purpose of this book is to evaluate the current primary aircraft utilized for oceanic palletized cargo movement for the United States

Air Force. The United States Air Force is the primary cargo hauler for the entire United States Department of Defense. This paper will first evaluate the current aircraft used for palletized cargo movement, the Boeing C-17A Globemaster III. Next, the researcher will compare and contrast the C-17 with the Boeing 777 Freighter. These aircraft will be evaluated critically with regards to both their efficiency and their effectiveness. Methodologies employed will be a comparative cost analysis based on fuel burn. This methodology will be utilized to answer the following questions: . At what fuel price point would it make sense to actually purchase and operate the new oceanic airlift aircraft. Which aircraft is more efficient in carrying palletized cargo . Which aircraft is more effective in carrying palletized cargo . Will the inclusion of this new oceanic airlift aircraft reduce or minimize the need for costly C-17 overhauls or extended depots . Can the purchase of a Boeing 777F be funded with fuel savings The methodology utilized shows there is a strong case for re-evaluating our airlifted oceanic palletized cargo process

Enhanced Army Airborne Forces John Gordon 2014 This report was written as part of a project entitled "Joint Operational Concepts for an Uncertain Future." The focus of the research became an effort to assess the challenges that U.S. Army airborne forces may face in the future and identify capabilities airborne forces will need to effectively address those challenges. This report summarizes threats to the current U.S. airborne force and explores the concept of an airborne light armored infantry force as a possible means to mitigate those threats. Additionally, the report examines possible vehicle options for such a concept, as well as

joint requirements that the concept might generate, particularly in terms of the amount of airlift that an Army airborne unit with an increased number of vehicles could require.

Partners in Freedom: Contributions of the Langley Research Center to U.S. Military Aircraft of the 1990's Joseph R. Chambers 2000

Fundamentals of Aircraft and Airship Design Leland Malcolm Nicolai 2010 The aircraft is only a transport mechanism for the payload, and all design decisions must consider payload first. Simply stated, the aircraft is a dust cover. "Fundamentals of Aircraft and Airship Design, Volume 1: Aircraft Design" emphasizes that the science and art of the aircraft design process is a compromise and that there is no right answer; however, there is always a best answer based on existing requirements and available technologies.

X-Planes Steve Pace 2003 Since the first edition of X-Planes at Edwards (0-87989-85-0) was published in 1995, many new types of civilian (Rutan-types, 717 and 777), military (Bombers, Fighters, Reconnaissance Drones and Transports) and dedicated research aircraft (X-planes) have been created by numerous manufacturers and then flight-tested at the Air Force Flight Test Center (AFFTC) and NASA Dryden Flight Research Center (DFRC) at Edwards Air Force Base in the Mojave Desert of California. A number of these flight-test programs have concluded but a number of them are ongoing. These include:, Boeing North American B-1B Lancer', Northrop Grumman B-2A Spirit, Boeing C-17A Globemaster III, Boeing F-15E Strike Eagle, Lockheed Martin/Boeing F-22A Raptor, Joint Strike Fighter (JSF) Prototypes - Boeing X-32 and Lockheed Martin X-35 , Lockheed/Boeing/General Dynamics YF-22A Lightning II, Northrop/McDonnell Douglas

YF-23A Gray Ghost, Boeing 717, Boeing 777, Unmanned Aerial Vehicles (UAV) - RQ-1 through RQ-8, Unmanned Combat Aerial Vehicles (UCAV) - Boeing X-45A and Northrop Grumman X-47A Pegasus , X-planes, X-32 through X-49

Cargo Aircrafts Coloring Book for Adults 1 Nick Snels 2021-03-25 When you buy this book you get an electronic version (PDF file) of the interior of this book. 30 coloring pages filled with sideviews of cargo airplanes. Perfect for all airplane or aircraft lovers. The book features the following airplane models: Airbus A400M Atlas Alenia C-27J Spartan Antonov An-12 Antonov An-124 Ruslan Antonov An-12Bk-Pps Antonov An-22 Antei Antonov An-225 Mriya Antonov An-24 Antonov An-26 Antonov An-26RT Antonov An-30 Antonov An-72 Antonov An-8 Bell Boeing V-22 Osprey Blohm & Voss BV 222 Wiking Boeing C-17 Globemaster III Boeing Kc-135 Stratotanker Curtiss-Wright C-46 Commando de Havilland Canada DHC-4, C-7 Caribou Douglas C-133 Cargomaster Douglas C-47 Skytrain Fairchild AC-123K, NC-123K Fairchild C-123 Provider Grumman C-2 Greyhound Ilyushin Il-76 Junkers Ju 52 Lockheed C-5 Galaxy Lockheed C-5M Super Galaxy Lockheed Martin C-130J Super Hercules Messerschmitt Me 323 Gigant Short C-23 Sherpa Use your favorite colors and art supplies to create personal masterpieces while you relax in comfort. Like all our coloring books, these designs are carefully crafted to unleash your inner coloring artist. Highly personal gift for someone who loves flowers. Single-sided printing keeps all your work pristine. Hours of relaxation and fun. Accessible and fun for every skill level. Adults and teens who color add relaxation, beauty, and joy to their lives. Experience improved focus and attention to detail. Replace negative thoughts with positive ones. Reduce

stress and anxiety with the mindfulness of coloring. Get better sleep when you color before bed. Ready to experience these benefits for yourself or give them to someone special? Click Add to Cart at the top of this page. Learn more and see our entire collection of coloring books at www.coloringartist.com or contact us at info@coloringartist.com. If you enjoy your book, please return to this page and leave a positive review to help us reach more people like you.

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 U.S. 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.

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

The DoD C-17 Versus the Boeing 777. A Comparison of Acquisition and Development 1999 In 1995, two significant aircraft made aviation history as they lifted off runways in different parts of the country. One, the Boeing 777, a wide-bodied, two-engine passenger plane created by private enterprise, made its first commercial transoceanic flight in June 1995. The other, the C-17, a military cargo plane created by the

Department of Defense (DOD), received initial operating certification in January 1995. Each aircraft exhibited innovative design and high-tech features, but neither boasted an unprecedented level of untried technology. They were similar in many ways-both intended to ferry passengers or cargo with appropriate ease from one point to another. Yet each of these aircraft had a unique story of development-one a straightforward narrative of almost 9 years, the other a complex, convoluted yarn spanning 24 years. Even after Congress approved funding, the C-17 time table was greater than the Boeing 777.

This study compares and contrasts the histories of these two aircraft to determine why a private-sector company was able to develop and produce the 777 in significantly less time than the government took to develop and produce the C-17. The 777 originated in the late 1980s during market research by the Seattle-based Boeing Company. To determine what the market would bear, Boeing solicited input from commercial airlines, asking them what they wanted in a new aircraft. Once Boeing determined the type of aircraft to build, the company set a timeline, initiated innovative development procedures, and then followed a set of guidelines to produce the aircraft.

Ultra-Large Aircraft, 1940-1970 William Patrick Dean
2018-04-04 In 1962, a unique transport aircraft was built from the parts of 27 Boeing B-377 airliners to provide NASA a means of transporting rocket boosters. With an interior the size of a gymnasium, "The Pregnant Guppy" was the first of six enormous cargo planes built by Aero Spacelines and two built by Union de Transport Aeriens. More than half a century later, the last Super Guppy is still in active service with NASA and the design concept has been applied to next-generation

transports. This comprehensive history of expanded fuselage aircraft begins in the 1940s with the military's need for a long-range transport. The author examines the development of competing designs by Boeing, Convair and Douglas, and the many challenges and catastrophic failures. Behind-the-scenes maneuvers of financiers, corporate raiders, mobsters and other nefarious characters provide an inside look at aviation development from the drawing board to the scrap yard. Vickers VC10 Lance Cole 2020-12-28 "A comprehensive history of the VC10 . . . enhanced by the fabulous artwork and photographs . . . will take you back to the golden age of jet travel." -Flight Line Book Review
Designed and manufactured by the men who would make Concorde, the Rolls-Royce powered Vickers VC10, and its larger variant, the Super VC10, represented the ultimate in 1960s subsonic airliners. The VC10 was Britain's answer to the Boeing 707 and the Douglas DC-8, but it could take off in a very short distance, climb more steeply, and land at slower speed than its rivals. These were vital safety benefits in the early years of the jet age. At one stage, the Super VC10 was the biggest airliner made in Europe and the fastest in the world. On entry into service, both the VC10 and the longer Super VC10 carved out a niche with passengers who enjoyed the speed, silence and elegance of the airliner. Pilots, meanwhile, loved its ease of flying and extra power. Yet the VC10 project was embroiled in machinations across many years and more than one government. Questions were asked in parliament and the whole story was enmeshed in a political and corporate affair that signified the end of British big airliner production. Yet the men who made the VC10 also went on to design and build Concorde. Many VC10 pilots became Concorde pilots. In service until the

1980s with British Airways, and until 2013 with the RAF, the VC10 became a British icon and a national hero, one only eclipsed by Concorde. It retains a place in the hearts and minds of enthusiasts the world over. "A good one-stop reference to the VC10." –Scale Aviation Modeller International

The Encyclopaedia Britannica 1911

Airborne Tom Clancy 1997 A behind-the-scenes look at the elite branch of the military, made up of both Army and Air Force personnel, covers its people, technology, and mission

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.

Fiscal Year 1978 Budget United States. Congress. House. Committee on the Budget 1977

Beyond Tube-and-Wing Bruce I. Larrimer 2020 "This book details the remarkable efforts to develop a new aircraft configuration known as the Blended Wing-Body (BWB). Responding to a challenge from NASA, McDonnell Douglas Corporation initiated studies in the early 1990s to determine if this new configuration could bring about significant advantages over conventional sweptwing, streamlined tube, and swept-tail designs. Research precipitated the design and construction of two small-scale demonstrators: the X-48B. After McDonnell Douglas'

merger with Boeing, the X-48B flew 92 test flights before modification into the X-48C, which in turn flew 30 flights under the auspices of NASA's Environmentally Responsible Aviation Program"--

C-17 Globemaster III in Action 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. *Report to Congress Kosovo Operation Allied Force after-action report*

The chronological history of the C-5 Galaxy John W. Leland 2003

Fuel Reduction for the Mobility Air Forces Christopher A. Mouton 2015-03-19 Reducing aviation fuel use is an ongoing goal for military and civil operators, and Air Mobility Command is feeling increasing pressure to further reduce fuel use by implementing and following known best practices. Although the Air Force had

achieved a 12 percent reduction in fuel consumption by March 2012, it must continue to pursue cost-effective options to reduce fuel use even further.

C-141 Starlifter John Gourley 2021-06-28 The Lockheed C-141 Starlifter was a new-build design by Lockheed and proved adaptable to many roles, from carrying outsized cargo to dropping paratroops. The C-141 was used in regions as extreme as the heat and humidity of Vietnam, the deserts of the Middle East, and the frozen ice pack of Antarctica. Modification programs enabled the C-141 to make full use of its capabilities, by adding in-flight refueling plus extending the length of the fuselage. The plane was a valued and appreciated USAF asset in numerous missions, from disaster aid and humanitarian relief to doing their part in Operation Desert Shield/Storm, and in the war on terror. The aircraft were eventually retired enmasse simply as a result of wear and tear in 2006. This book covers in detail all aspects such as interior/exterior configurations, cargo capabilities, missions, and modifications made throughout its service life.

Defending Air Bases in an Age of Insurgency Shannon Caudill 2014-08 This anthology discusses the converging operational issues of air base defense and counterinsurgency. It explores the diverse challenges associated with defending air assets and joint personnel in a counterinsurgency environment. The authors are primarily Air Force officers from security forces, intelligence, and the office of special investigations, but works are included from a US Air Force pilot and a Canadian air force officer. The authors examine lessons from Vietnam, Iraq, Afghanistan, and other conflicts as they relate to securing air bases and sustaining air operations in a high-threat counterinsurgency

environment. The essays review the capabilities, doctrine, tactics, and training needed in base defense operations and recommend ways in which to build a strong, synchronized ground defense partnership with joint and combined forces. The authors offer recommendations on the development of combat leaders with the depth of knowledge, tactical and operational skill sets, and counterinsurgency mind set necessary to be effective in the modern asymmetric battlefield.

C-17 Globemaster III Bill Norton 2013

Visual Aircraft Recognition U. S. Army 2013-01-14 This manual is primarily a ready reference to assist the ground observer in aircraft recognition and identification. It provides information on current operational aircraft of the United States and foreign countries, which may be observed worldwide in the combat area. It can be used as source material for personnel conducting unit training in visual aircraft recognition. The procedures in this publication apply throughout the US Army. The data is based on the best information available at the time of publication; however, it is not all-inclusive because of some classification guidelines. This publication, by nature, has a built-in time lag, and some aircraft may still be under development or classified at the time of writing, but may be fielded or unclassified at, or after, publication.

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.

Aeromedical Evacuation William W. Hurd 2003 The definitive treatment on the medical evacuation and management of injured patients in both peace- and wartime. Edited by eminent experts in the field, this text brings together medical specialists from all four branches of the armed services. It discusses the history of aeromedical evacuation, triage and staging of the injured patient, evacuation from site of injury to medical facility, air-frame capabilities, medical capabilities in-flight, response to in-flight emergencies, and mass emergency evacuation. Specific medical conditions are addressed in detail, including such general surgical casualties as abdominal wounds and soft tissue, vascular, maxillofacial, head and spinal cord injuries, ophthalmologic, orthopaedic, pediatric, obstetric-gynecologic casualties, burns, and more. Over 80 illustrations provide a review of transport equipment and both medical and surgical treatment. A must-have reference for all armed forces physicians and flight surgeons, for general and trauma surgeons, internists, intensive care specialists, orthopaedic surgeons, and public health service physicians.

Big Wings Philip Kaplan 2005-09-30 In the history of aviation there have been many attempts to produce aircraft of extraordinary proportions to expand the limits of technology and create new performance standards. With few exceptions, the early attempts did not become the successes envisaged until post-World War

II when such aircraft as the Boeing B-52 long-range heavy bomber and the Boeing 747 'Jumbo Jet' airliner changed the face of aviation in both the military and civil roles. Big Wings is a well-researched, highly informative and sometimes nostalgic look at the sixteen most significant giants of the air. Each chosen aircraft is introduced and its raison d'être explained, then follows an in-depth review of the successful and failed technical aspects of the design, its operational history, first-hand accounts from those that had flown the aircraft and finally some startling facts and statistics. The aircraft selected are as follows: Military - Douglas B-19, Boeing B-29, Consolidated B-36, Northrop B-49 and Boeing B-52, Airliners - Bristol Brabazon, Boeing 747 and Airbus A380, Heavy Lifters - Messerschmitt Me323, Consolidated XC-99, Lockheed C5 and Antonov AN-225, Flying Boats - Dornier Do-X, Martin JRM Mars, Hughes HK-1 and Saunders Roe Princess.

Bosnia Diane Publishing 1997 Designed as a ready reference to provide U.S. military forces with unclassified information necessary for effective operations in Bosnia. Contains information on the General Framework Agreement on Peace; regions of interest; climate, terrain, transportation, and telecommunications; culture and history; language; health and disease; first aid/hot and cold weather survival; military forces, infantry weapons, and night vision devices of the former warring factions (FWF); civil forces; mines; rank insignia and uniforms; FWF and SFOR armor, anti-armor, artillery, air defense, aircraft, and misc. equipment. B&W photos and illustrations.

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.

Introduction to the United States Air Force

Douglas C-124 Globemaster II Earl Berlin 2000-01-01 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.

Air Mobility Robert C. Owen 2014-05-14 Global air mobility is an American invention. During the twentieth century, other nations developed capabilities to transport supplies and personnel by air to support deployed military forces. But only the United States mustered the resources and will to create a global transport force and aerial refueling aircraft capable of moving air and ground combat forces of all types to

anywhere in the world and supporting them in continuous combat operations. Whether contemplating a bomber campaign or halting another surprise attack, American war planners have depended on transport and tanker aircraft.

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.

Military Airlift: C-17 Aircraft Program 2003 The C-17 Globemaster III is a long-range cargo/transport aircraft operated by the U.S. Air Force since 1993. Congress approved development of the aircraft in the late 1970s, when it was recognized that the Air Force did not have enough airlift capability. In 1981, the McDonnell Douglas C-17 emerged as winner of a competition with Boeing and Lockheed to develop a next-generation aircraft to replace C-130s and C-141s. Full-scale development of the C-17 got underway in 1986, but technical problems and funding shortfalls delayed the program, leading to slipped schedules and increased costs. Despite those difficulties, the C-17 has retained broad congressional support and enjoys strong Air Force and Army backing. Defense officials view the C-17 as

essential in the post-Cold War environment, because of its ability to fly long distances with large payloads yet still use smaller bases in remote areas. The C-17 first flew in 1991, about a year later than originally scheduled. Deliveries began in 1993, and in January 1995, the Air Force declared the aircraft fully operational. C-17s have been successfully used in Bosnia, Kosovo, Afghanistan, Iraq, and other operations. Production problems in the late 1980s raised questions about the possibility of more cost-effective alternatives. In April 1990, Defense Secretary Cheney

reduced the projected buy from 210 to 120 planes. In late 1993, the Department of Defense (DOD) gave the contractor two years to solve production problems or face termination of the contract, with airlift shortfalls to be filled by modified commercial transport planes or existing military airlifters. By the mid-1990s, the program's earlier difficulties had been largely resolved, although some questioned the number of C-17s to be procured. In 1996, DOD approved plans to order 80 more C-17s for a total of 120 aircraft increased in late 1998 to 134.