

B 52 Stratofortress Military Com

The B-52 entered service in 1955 and lived through the Cold War, being on alert 24/7. It saw service in the Vietnam War and in the deserts of the Middle East in Operation Desert Storm. Of 744 that were built 85 of 'H' model still remain in service. 60 years of service, and many battle scars later, still the B-52 remains Queen of the skies of War.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 236. Chapters: Boeing B-52 Stratofortress, Lockheed MC-130, McDonnell Douglas F-4 Phantom II, Northrop F-5, Boeing B-47 Stratojet, English Electric Canberra, Lockheed F-104 Starfighter, Douglas A-4 Skyhawk, Bell UH-1 Iroquois, Lockheed C-130 Hercules, General Dynamics F-111 Aardvark, Boeing CH-47 Chinook, Lockheed C-5 Galaxy, Mikoyan-Gurevich MiG-21, LTV A-7 Corsair II, Lockheed P-2 Neptune, North American F-100 Super Sabre, Lockheed EC-121 Warning Star, Republic F-105 Thunderchief, Bell OH-58 Kiowa, Mikoyan-Gurevich MiG-21 variants, North American Rockwell OV-10 Bronco, McDonnell F-101 Voodoo, Lockheed AC-130, Convair F-102 Delta Dagger, Fairchild C-123 Provider, De Havilland Canada DHC-6 Twin Otter, Vought F-8 Crusader. Excerpt: The Boeing B-52 Stratofortress is a long-range, subsonic, jet-powered strategic bomber. The B-52 was designed and built by Boeing, who have continued to provide support and upgrades. It has been operated by the United States Air Force (USAF) since the 1950s. The bomber carries up to 70,000 pounds (32,000 kg) of weapons. Beginning with the successful contract bid in June 1946, the B-52 design evolved from a straight-wing aircraft powered by six turboprop engines to the final prototype YB-52 with eight turbojet engines and swept wings. The B-52 took its maiden flight in April 1952. Built to carry nuclear weapons for Cold War-era deterrence missions, the B-52 Stratofortress replaced the Convair B-36. Although a veteran of several wars, the Stratofortress has dropped only conventional munitions in combat. Its Stratofortress name is rarely used outside of official contexts; it has been referred to by Air Force personnel as the BUFF (Big Ugly Fat/Flying Fucker/Fellow). The B-52 has been in active service with the USAF since 1955. The bombers flew under the Strategic Air Command (SAC) until it was...

National security decision makers face an uncertain world where the accelerated growth of knowledge has changed the character of technological advance and destabilized long-standing relations within and among the military services. Dr Mandeles separates the principles that guide decision making from the proverbs through a case study of decision making in the early post-World War II period. This study examines the impact of organization on the invention and development of jet propulsion-in the form of the B-52-and illustrates both the organizational conditions conducive to developing new operational concepts and the organizational innovations necessary to implement new technology. This study also examines how the Air Force organized to learn and acquire new technology, how the Air Force conceived or identified problems, and how it organized to ensure management would respond to program failure or errors. Attention is devoted to the origins of the weapons system operational requirement, the initial concept of operation, the evolution of technology, organizational structure, and implementation.

One of America's most famous aircraft, the Boeing B-52 Stratofortress continues to form the backbone of the US nuclear deterrent, and it has also become the nation's principle heavy tactical bomber. It has filled this role since the the early years of the Cold War, the heavy bombing raids during the Vietnam War, and recently in Iraq and Afghanistan. The history of this iconic aircraft is presented through carefully researched photos, many of which have never before been published. Its design and development during the post-WWII years, through the many modifications and upgrades up to the present day are covered in detail. Large, clear photos, coupled with descriptive and informative captions, put the reader on the airfield and in the sky with this historic aircraft. Part of the Legends of Warfare series.

B-52 Stratofortress The Complete History of the World's Longest Serving and Best Known Bomber Zenith Imprint
Presents information about the B-52 stratofortress, covering how it is used, its history, and its specifications.

When the B-52 Stratofortress entered operational service with the US Air Force in 1955, work was already underway on defining its successor. The B-70 Valkyrie, a Mach 3 jet bomber, was one option. Although two XB-70A prototypes flew, the B-70 never went into production. Out of the subsequent Advanced Manned Strategic Aircraft program came the B-1A bomber, which flew at high speed and low altitude to evade enemy air defenses. The B-1A was cancelled in favor of fitting the B-52 with cruise missiles. The B-1, known as the BONE, was revived in 1981 as the improved B-1B to boost American military power and be a symbol of American strength at the peak of Cold War tensions. The B-1B entered service in 1986 with several deficiencies. The resolution of most of these issues coincided with the end of the Cold War. After the Cold War, the B-1B lost its primary nuclear mission but remained relevant by transforming into a high-speed, long-range, high-payload delivery platform for conventional precision-guided munitions. The first combat use of the B-1B was in 1998 in Iraq. The BONE has proved a highly effective combat aircraft in Afghanistan, Iraq, Libya, Syria and the former Yugoslavia. This superbly researched and illustrated book traces the BONE's long development and operational history in fascinating detail.

Describes the design, development, production, evolution, models, and operation of the B-52 bomber.

More than any other weapon system, the legendary Boeing B-52 Stratofortress is the embodiment of US military power. Perhaps the most impressive aspect of the B-52 has been its longevity. It first flew in 1952 and entered operational service with the US Air Force in 1955. Boeing delivered the last B-52 in 1962. Five decades later, the B-52 remains in front-line service, most recently taking part in combat over Afghanistan and Iraq. Even more amazingly, current plans are for the B-52 to remain in service until 2040. This volume is packed with historical and recent photographs of the B-52, including some that were released by the US Air Force and its contractors just for use in the book. As part of his research, the author flew on a B-52 training mission, and the flight report in this volume is the most detailed description of a B-52 mission ever published.

The Boeing B-52 Stratofortress is an American long-range, subsonic, jet-powered strategic bomber. The B-52 was designed and built by Boeing, which has continued to provide support and upgrades. It has been operated by the United States Air Force (USAF) since the 1950s. Included are stories by a crew member of the first B-52 shot down over Hanoi during Linebacker II and the pilot of the last B-52 shot down over Vietnam. The day-to-day life of Nuclear Alert is the subject of many tales. Not all are war stories. Some are humorous insights into personal recollections of things that happened, but have never before been told. The book includes aircraft and crew photos and photos from alert tours and Guam and U-Tapao, the bases that were used to launch bombing missions, including Linebacker II strikes.

From the mighty Boeing B-52 Stratofortress to the agile and deadly General Dynamics F-16 Fighting Falcon, modern warplanes combine advanced technology, state-of-the-art design, and weaponry that fascinates the layman and the aviation specialist alike. The Encyclopedia of Modern Warplanes presents an in-depth examination of the world's military flying machines, with a wealth of detail on each aircraft. -- Details on development history, deployments and exports, powerplant, performance at various altitudes, range, weight, avionics, dimensions, and weaponry for each craft -- Presents more than 250 of the world's flying machines, with illustrations, diagrams, and color photographs to illustrate each one -- More than 500 photographs and 500 separate artworks and diagrams

"A comprehensive history of the B-52's development, manufacture, and combat service. The longest-serving U.S. Air Force combat aircraft, the B-52 debuted in 1955 and is slated to continue to 2040. It flew in the Cold War, Vietnam, the Gulf Wars, and Afghanistan"--Provided by publisher.

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The B-52 and Jet Propulsion: A Case Study in Organizational Innovation is a coherent and nonpolemical discussion of the revolution in military affairs, a hot topic in the national security arena. Mark Mandeles examines an interesting topic, how can the military better understand, manage, and evaluate technological development programs. We see Murphy's Law (anything that can go wrong, will go wrong) in operation. No matter how carefully the military designs, plans, and programs the process of technological development, inevitably, equipment, organizations, and people will challenge the desired expectations. Mandeles argues convincingly that recognizing the inevitability of error may be the single most important factor in the design of effective organizations and procedures to foster and enhance innovative technology and concepts. The book focuses on the introduction of jet propulsion into the B-52. This case study illustrates the reality that surprises and failures are endemic to development programs where information and knowledge are indeterminate, ambiguous, and imperfect. Mandeles' choice of the B-52 to illustrate this process is both intriguing and apt. The military had no coherent search process inevitably leading to the choice of a particular technology; nor was decision making concerning the B-52 development program coherent or orderly. Different mixtures of participants, problems, and solutions came together at various times to make decisions about funding or to review the status of performance projections and requirements. Three aspects of the B-52's history are striking because they challenge conventional wisdom about rationally managed innovation. First, Air Force personnel working on the B-52 program did not obtain the aircraft they assumed they would get when the program began. Second, the development process did not conform to idealized features of a rational program. While a rationally organized program has clear goals, adequate information, and well-organized and attentive leadership, the B-52 development process exhibited substantial disagreement over, and revision of, requirements or goals, and ambiguous, imperfect, and changing information. Third, the "messy" development process, as described in the book, forestalled premature closure on a particular design and spurred learning and the continuous introduction of new knowledge into the design as the process went along. The Development of the B-52 and Jet Propulsion * Chapter 1 - Introduction * Chapter 2 - Innovation and Military Revolutions * Chapter 3 - Logic and Procedure of Analysis * Chapter 4 - Prelude: Jet Propulsion and the Air Force * Chapter 5 - The Introduction of Jet Propulsion into the B-52 * Chapter 6 - Conclusion

Air Force navigators and bombardiers have long labored under the shadow of pilots--their contributions undervalued, misunderstood, or simply unknown to the general public. This was especially the case with the non-pilot officer aircrew in the Vietnam and Cold War-era B-52 Stratofortress. Of the six people who operated the bomber, three wore navigator wings--two of those men were also bombardiers, the other an electronic warfare officer. Without the navigator-bombardiers in particular, executing the nuclear war strike plan or flying Southeast Asian conventional bombing sorties would have been impossible. This book reveals who these men were and what they did down in the "Black Hole," a story told by one of their own.

Explains the technologies and capabilities of the B-52 Stratofortress.

Instructional drawing book contains a selection of military vehicles.

When the United States Army Signal Corps created the Aeronautical Division in August 1907, it had a mission to take charge of all matters pertaining to military ballooning, air machines, and all kindred matters. That small inconsequential portion of the US Army would grow progressively over the many decades to become a separate service named the US Air Force in 1947 following the Second World War. Overnight, it became the world's most powerful military establishment, able to deliver conventional and nuclear ordnance anywhere around the globe. Today's cutting-edge example of this power-projection is the supersonic, bat-winged B-2 Spirit stealth bomber, which can fly at an altitude of 50,000 feet, and is built of carbon-graphite composite materials. The B-2 Spirit is a far cry from the early days of the service when it relied on fragile prop-driven wood and fabric aerial platforms, such as the Wright Type B, which could barely reach an altitude of 100 feet. In between have been such iconic Second World War aircraft as

the P-51 Mustang and P-47 Thunderbolt fighters and bombers such as the B-25 Mitchell, B-17 Flying Fortress and B-29 Superfortress which dropped the first A-Bomb in 1945. The Cold War demanded ever more powerful aircraft, such as the B-58 Hustler and B-52 Stratofortress, and fighters including the F-86 Sabre, F-104 Starfighter and F-4 Phantom. All these aircraft and more are vividly illustrated and described in detail in this superb Images of War publication.

Boeing's mighty B-52 is undoubtedly the most famous jet bomber ever built, having served now for over 50 years. The last in the line of Boeing 'heavies', the Stratofortress has gone on to break all records for longevity, firstly with Strategic Air Command, and more recently with Air Combat Command.

The B-52 is the longest serving and most versatile of the United States Air Force's combat aircraft. The Stratofortress entered active service in 1955 and is scheduled to continue as part of the air force's inventory through 2040. The jet-powered bomber was a mainstay of America's Cold War nuclear-deterrent strategy, providing air power that balanced the land and sea military forces. The massive plane also served as the launch platform for the experimental X-15 hypersonic rocket aircraft. Due to its versatility as an aircraft, the B-52 has seen combat service in all of America's military conflicts since it came on active duty: Vietnam, the first and second Gulf wars, and the War in Afghanistan. B-52 Stratofortress also covers every aspect of the aircraft's development, manufacture, and modification. These technical details set the stage for its military service, starting with its role as a nuclear bomber in the Cold War even though only conventional weapons have been used during its combat duty. The airplane's service in key campaigns in Vietnam is covered, followed by the quieter years after it. The B-52 returned to prominence in the Gulf Wars and Afghanistan, taking part in massive bombing campaigns in both conflicts. Finally, the book ends with the constant upgrades that will keep the B-52 an integral part of U.S. airpower for decades to come.

General Adams reflects on his experiences in the cold war, during which he served in both manned bombers and missile silos. He tells stories of famous and not-so-famous cold warriors, including some from the US Navy. Some stories are humorous; some stories are tragic. Having traveled extensively in Russia and some former Soviet Union states after retirement, General Adams tells us about his former adversaries, the Soviet cold warriors. In the process, he leaves no doubt about his respect for all who served so valiantly in the "strategic triad"-- the strategic command, the ICBM force, and the submarine Navy.

The B-52 and Jet Propulsion: A Case Study in Organizational Innovation is a coherent and nonpolemical discussion of the revolution in military affairs, a hot topic in the national security arena. Mark Mandeles examines an interesting topic, how can the military better understand, manage, and evaluate technological development programs. We see Murphy's Law (anything that can go wrong, will go wrong) in operation. No matter how carefully the military designs, plans, and programs the process of technological development, inevitably, equipment, organizations, and people will challenge the desired expectations. Mandeles argues convincingly that recognizing the inevitability of error may be the single most important factor in the design of effective organizations and procedures to foster and enhance innovative technology and concepts. The book focuses on the introduction of jet propulsion into the B-52. This case study illustrates the reality that surprises and failures are endemic to development programs where information and knowledge are indeterminate, ambiguous, and imperfect. Mandeles' choice of the B-52 to illustrate this process is both intriguing and apt. The military had no coherent search process inevitably leading to the choice of a particular technology; nor was decision making concerning the B-52 development program coherent or orderly. Different mixtures of participants, problems, and solutions came together at various times to make decisions about funding or to review the status of performance projections and requirements. Three aspects of the B-52's history are striking because they challenge conventional wisdom about rationally managed innovation. First, Air Force personnel working on the B-52 program did not obtain the aircraft they assumed they would get when the program began. Second, the development process did not conform to idealized features of a rational program. While a rationally organized program has clear goals, adequate information, and well-organized and attentive leadership, the B-52 development process exhibited substantial disagreement over, and revision of, requirements or goals, and ambiguous, imperfect, and changing information. Third, the "messy" development process, as described in the book, forestalled premature closure on a particular design and spurred learning and the continuous introduction of new knowledge into the design as the process went along. Military innovations involve questions about politics, cooperation and coordination, and social benefits, and like other development efforts, there appears to be no error-free method to predict at the outset the end results of any given program. This study offers a major lesson to today's planners: improving the capacity of a number of organizations with overlapping jurisdictions to interact enhances prospects to innovate new weapons and operational concepts. We can mitigate bureaucratic pathologies by fostering interaction among government and private organizations. The B-52 and Jet Propulsion integrates a detailed historical case study with a fine understanding of the literature on organization and innovation. It is a story of decision making under conditions of uncertainty, ambiguity, and disagreement. I have seen such stories unfold many times in my work on technological development projects. In the pages that follow those who plan, manage, and criticize technological development programs will find new insights about the process of learning how to make new things. Contents: Chapter 1 - Introduction * Chapter 2 - Innovation and Military Revolutions * Chapter 3 - Logic and Procedure of Analysis * Chapter 4 - Prelude: Jet Propulsion and the Air Force * Chapter 5 - The Introduction of Jet Propulsion into the B-52 * Chapter 6 - Conclusion

The United States Air Force is the only Air Force in the world with the ability to project power rapidly, precisely, and globally using strategic bombers. With their global range, large payloads and immediate response capability, Air Combat Command's (ACC's) heavy bombers, the B-52H, B-1B, and B-2A are at the core of the USAF's war fighting strategy and provide both nuclear and conventional deterrent options for the United States. Don Logan's eighth book for Schiffer Publishing Ltd. presents a roll call of ACC's bombers with photographs and history of all 208 bombers since joining ACC in June 1992. Also included are all of the bomber's weapons including gravity weapons, and special weapons such as AGM-84 Harpoon, AGM-86 ALCM/CALCM, AGM-129 ACM, AGM-142 Have Nap, AGM-154 JSOW, and AGM-158 JASSM. This book has over 700 color photographs, 40 line drawings, and 80 unit and special purpose flight suit patches.

From its beginnings in 1907 as the Aeronautical Division of U.S. Army's Signal Corps, which consisted of one officer and two enlisted men, the United States Air Force has grown to become the foremost aerial armed force in the world. Although they had to fly French and British planes as the fledgling army aeronautical bureaucracy failed to procure any combat-worthy American aircraft, which arguably did not exist, American aviators performed valiantly in World War I with intrepid pilots of the such as Eddie Rickenbacker and Frank Luke leading the way. Between the wars, all of aviation, commercial and military around the world grew by leaps and bounds as the numbers of aircraft in service and their capabilities tremendously increased. Although the Army Air Corps, as it was known at the time, was no better prepared for World War II than the rest of the army, it had developed a highly

professional corps of experienced officers who would be able to take advantage of the latest American aircraft technology such as the B-17 Flying Fortress and the P-51 Mustang. With the end of the war and the creation of an independent armed force in 1947, the United States Air Force leapt into the jet age with such icons as the F-86 Sabre and the remarkable B-52 Stratofortress, which "soldiers" on today more than fifty years after going into service in 1955 and with the youngest of the 744 plane production run being forty years old, having been built in 1962. Air Force covers the entire history of the U.S. Air Force and its development from its beginnings early in the last century to becoming the world's largest, most powerful, and most versatile air-combat force. Special attention is paid to the air force's recent, post-Vietnam history, and an entire chapter is devoted to America's air force of the future. Beskriver det amerikanske bombefly Boeing B-52G/H Stratofortress herunder udviklingshistorie, flydata, operationer m.m.

Three Air Force documents provide unique information about USAF operations of this aircraft. B-52 Operations Procedures - Chapter 1 INTRODUCTION * 1.1. Aircrew Responsibility * 1.2. Deviations * 1.3. References * 1.4. Waivers * 1.5. Instruction Changes * Chapter 2 * MISSION PLANNING * 2.1. Flight Manuals * 2.2. Checklists * 2.3. Local Aircrew Aids * 2.4. Mission Planning Responsibility * 2.5. Mission Planning Procedures * 2.6. Fuel Conservation * Chapter 3 * NORMAL OPERATING PROCEDURES * 3.1. Air Refueling * 3.2. Cruise * 3.3. Low Altitude Training * 3.4. NVG Procedures * 3.5. Formation * 3.6. Postflight * 3.7. Tactics * Chapter 4 * INSTRUMENT PROCEDURES * 4.1. Takeoff and Join-up * 4.2. Navigation * 4.3. Simulated Instrument Flight * 4.4. Instrument Approaches * 4.5. Airborne Radar Directed Approach (ARDA). * Chapter 5 * AIR EXPENDABLES EMPLOYMENT * 5.1. General * 5.2. Flare Drop Activity * Chapter 6 * AIR-TO-GROUND WEAPONS EMPLOYMENT * 6.1. References * 6.2. Responsibilities and Definitions * 6.3. Planning Guidance * 6.4. Target Data Verification * 6.5. Inflight Procedures * 6.6. Targeting Pod (TGP) Restrictions * Chapter 7 * ADDITIONAL AIRCREW AND AIRCRAFT OPERATIONAL LIMITS AND RESTRICTIONS * 7.1. New/Modified Aircraft Equipment/Weapons * 7.2. Number of Personnel Authorized Aboard B-52 Aircraft * 7.3. Dual Seat Navigator (DSN) Restrictions * 7.4. Authorized Fuel Loads and Sequences * 7.5. Performance Planning Criteria * 7.6. Steep Turns * 7.7. Unusual Attitudes and Stalls * 7.8. Initial Buffet * 7.9. Chase Operations * 7.10. Fuel Minimums * 7.11. Air Refueling Limitations and Restrictions * 7.12. Low Altitude Limitations * 7.13. Traffic Pattern Limitations * 7.14. Emergency Limitations * 7.15. Fuel Quantity Indication System Failure * 7.16. Formation * 7.17. Aircrew and Aircraft Limitations * Chapter 8 * LOCAL OPERATING PROCEDURES * 8.1. General B-52 Aircrew Evaluation Criteria - Chapter 1 * GENERAL INFORMATION * 1.1. General * 1.2. Waivers * 1.3. Procedures * 1.4. Grading Instructions * 1.5. Written Examinations * 1.6. Instructor Evaluations * 1.7. Stan/Eval Sortie Requirements * Chapter 2 * EVALUATION REQUIREMENTS * 2.1. General * 2.2. Instrument/Qualification or Qualification Evaluation * 2.3. Mission Evaluation * 2.4. Formal Course Evaluation * 2.5. Instructor Evaluation * 2.6. Reporting Deviations/Discrepancies by Unlike Specialty * 2.7. Crew Compartment Spot Evaluations * Chapter 3 * EVALUATION CRITERIA * 3.1. General Grading Standards * 3.2. General * 3.3. Instrument * 3.4. Tactical Employment * Chapter 4 * EMERGENCY PROCEDURES EVALUATIONS * 4.1. General * 4.2. General Grading Standards * 4.3. Grading * 4.4. Information Collection, Records, and Forms B-52 Aircrew Training - Chapter 1 * GENERAL GUIDANCE * 1.1. References, Abbreviations, Acronyms, and Terms * 1.2. Responsibilities * 1.3. Processing Changes * 1.4. Training * 1.5. Training Concepts and Policies * 1.6. RAP Policy and Management * 1.7. Training Sortie Program Develop Chapter 1 * GENERAL INFORMATION * 1.1. General * 1.2. Waivers * 1.3. Procedures * 1.4. Grading Instructions * 1.5. Written Examinations * 1.6. Instructor Evaluations * 1.7. Stan/Eval Sortie Requirements * Chapter 2 * EVALUATION REQUIREMENTS * 2.1. General * 2.2. Instrument/Qualification or Qualification Evaluation * 2.3. Mission Evaluation * 2.4. Formal Course Evaluation * 2.5. Instructor Evaluation * 2.6. Reporting Deviations/Discrepancies by Unlike Specialty * 2.7. Crew Compartment Spot Evaluations * Chapter 3 * EVALUATION CRITERIA * 3.1. General Grading Standards * 3.2. General * 3.3. Instrument * 3.4. Tactical Employment * Chapter 4 * EMERGENCY PROCEDURES EVALUATIONS * 4.1. General * 4.2. General Grading Standards * 4.3. Grading * 4.4. Information Collection, Records, and Formsment * 1.8. Training Records and Reports * 1.9. Mission Scenario and Weapons Employment Recording * 1.10. Aircrew member Utilization Policy * 1.11. Sortie Allocation and Manning Guidance * 1.12. Waiver Auth

What was it like to sit in the pilot's seat and take control of a P-51 Mustang in World War II? What about an F-14 Tomcat at the height of the Cold War? Or a Lockheed Martin F-22 Raptor today? The cockpits of these fighter and bomber aircraft are revealed in *Fighting Cockpits*. Showcasing more than 50 of the world's most famous combat cockpits from early World War I aircraft to present-day fighters, this book includes more than 200 rich color photos from photographer Dan Patterson, as well as detailed history about combat cockpit development from aviation expert and historian Donald Nijboer. Presented in large-format, you'll be blown away by studio shot spreads of views from the cockpits, vintage photographs of the aircrafts in action, and modern photography of surviving crafts. This book will complete any history buff or aviation enthusiast's library. Aircraft include: Wind in the Wires: Nieuport 28, Royal Aircraft Factory S.E.5, Bristol F.2, Fokker Dr.I, Sopwith Camel, Sopwith Triplane, AEG G.IV, SPAD VII, Halberstadt CL.IV, Fokker D.VII The Rise of the Monoplane: Martin MB-2, Hawker Hind, Fiat CR.32, Boeing P-26 Peashooter, Curtiss F9C, Sparrowhawk, Vought SB2U Vindicator, Westland Lysander, PZL P.11 World War II: Supermarine Spitfire, Messerschmitt Bf 109, Republic P-47 Thunderbolt, North American P-51 Mustang, Handley Page Halifax, Vickers Wellington, Focke-Wulf Fw 190 Wurger, Fairey Firefly, Fiat CR.42, Ilyushin Il-2 Sturmovik, Heinkel He 219 Uhu, Kawasaki Ki-45 Toryu, Curtiss SB2C Helldiver, Northrop P-61 Black Widow, Boeing B-17 Flying Fortress, Boeing B-29 Superfortress, Dornier Do 335 Pfeil, Messerschmitt Me 262 Schwalbe, Arado Ar 234 Blitz Cold War to the Present: North American F-86 Sabre, Boeing B-52 Stratofortress, Grumman A-6 Intruder, General Dynamics F-111 Aardvark, Hawker Siddeley Harrier, McDonnell Douglas/Boeing F-15 Eagle, Grumman F-14 Tomcat, Fairchild Republic A-10 Thunderbolt II, General Dynamics/Lockheed Martin F-16 Fighting Falcon, Mikoyan MiG-29, Rockwell B-1 Lancer, Lockheed Martin F-117 Nighthawk, Lockheed Martin F-22 Raptor, Lockheed Martin F-35 Lightning II Joint Strike Fighter With the ending of the Cold War (1946-1991), the B-52's traditional combat role became redundant, and the USAF looked for new ways to use the machine. The invasion of Kuwait by Iraq in August 1990 gave the B-52 the chance to prove its worth in the new world order, and Stratofortress crews flying the B-52G seized the opportunity with both hands. This book explains how, flying from bases in the Indian Ocean, Britain, Spain and Saudi Arabia, the B-52G was at the forefront of the campaign to free Kuwait of Saddam's forces and dropped the first bombs of Operation Desert Storm (1990-1991).

"Describes the history, weapons, equipment, and use by the U.S. Air Force of the military aircraft known as the B-52 bomber."

"Amazing photography and engaging information explain the technologies and capabilities of the B-52 Stratofortress. Intended for students in grades 3 through 7.

Discusses history of the B-52 Stratofortress warplane and its use in the military campaigns in Afghanistan after the September 11, 2001, terrorist attacks.

With 30 illustrations This is a narrative drawn from the era of the Southeast Asian conflict, detailing a unique event in that lengthy struggle. The event was called LINEBACKER II, a nickname like thousands of others, used to identify an operation, project, or mission associated with military affairs. It so differed from the many others, however, in its execution and outcome, that it stands alone. For the first time in contemporary warfare, heavy jet bombers were employed in their designed role to conduct extended strategic operations against the warmaking capacity of a hostile nation. This monograph tells part of the story of Strategic Air Command's participation in LINEBACKER II. In so doing, it addresses the efforts of a complex mixture of Air Force and sister service operations, with all services working in concert towards a common goal. Rather than develop a complete chronology or blow-by-blow account, which are matters of record in other works, the campaign is pursued more from the personal perspective. Herein is described the impact of LINEBACKER II on those in command, plus

those in operations, maintenance and support who undergirded the effort, and the crewmembers. The narrative tells how they successfully met a staggering challenge. There was no book to follow. In only eleven days of intense combat operations they wrote their own book as they supported and flew the missions. In reviewing their story we find insight as to why the nation and the military need this caliber of people, who stepped forward when the need arose, demonstrated superior leadership, determination, and resiliency, did the job, and then dispersed into the more normal patterns of life. Many have since retired or separated from active service. Yet, it is clear that the ultimate well-being of our military structure in society must hinge on the continuing presence of this breed of people. Theirs was an achievement born of great ability and courage, and deserving of great honor.

Beskriver det amerikanske bombefly Boeing B-52 Stratofortress, herunder flyets udviklingshistorie, produktion, indsats i Vietnam og bevæbning. Mange skalategninger og skemaoplysninger.

Designed to form the backbone of Strategic Air Command's nuclear deterrent, the B-52 force was brought to higher states of readiness whenever crisis threatened the USA, most notably when Kennedy and Khrushchev went eyeball-to-eyeball over Cuba. Soon afterwards, B-52s formed the backbone of the USAF's bombing campaign in Vietnam, Cambodia and Laos. This book follows the story of the B-52 from its genesis to its first combat missions in June 1965 and through to the briefly sustained but bloodily fought Linebacker II offensive in late 1972. Even after the withdrawal of US forces in 1973, B-52s remained in-theatre, flying training missions mainly from Guam.

America's fleet of strategic nuclear and conventional bombers - the B-52, B-1, B-2 - is rapidly aging, and Air Force officials are pursuing a replacement bomber, currently called the Long-Range Strike Bomber (LRS-B). Other ground attack options are being explored, including conventionally-armed ICBM missiles and space-based systems. This unique ebook reproduces a dozen unique military documents and reports about this critical national security issue, with extensive information about all aspects of the current bomber fleet. Part 1 - Overview * Part 2: Long-Range Strike - The Bedrock of Deterrence and America's Strategic Advantage * Part 3: U.S. Air Force Long-Range Strike Aircraft White Paper * Part 4: Alternatives for Long-Range Ground-Attack Systems * Part 5: Air Force Next-Generation Bomber: Background and Issues for Congress * Part 6: Strategic Systems - Presentation to the Senate Armed Services Committee Subcommittee on Strategic Forces, United States Senate * Part 7: A Range-Balanced Force - An Alternate Force Structure Adapted to New Defense Priorities * Part 8: Designing a Strategic Bomber: Evolving Operational Concepts * Part 9: Conventional Prompt Global Strike and Long-Range Ballistic Missiles: Background and Issues * Part 10: Space-Based Global Strike: Understanding Strategic and Military Implications * Part 11: Square Pegs and Round Holes: Air Force Doctrine and the B-2 Bomber * Part 12: U.S. Strategic Nuclear Forces: Background, Developments, and Issues Long-range strike (LRS) and the often-associated phrase strategic attack are perhaps the most discussed but least understood terms in current military use. Despite, or perhaps because of, numerous definitions and formulations, we tend to overlook the real value of LRS capabilities in the minor details of numerous acquisition plans and concepts of operations. Many components comprise America's power to influence. Yet its ability to project conventional and nuclear military power across the globe at a time and place of our choosing represents the influential backstop for other US instruments of power. The latent threat of violence supported by a credible capability to hold an enemy's most valued resources at risk with little notice or chance for defense gives LRS its ultimate strategic value. Similarly, nations that maintain a robust LRS historically retain a strategic advantage against peer or near-peer state actors. Although the platform, plan, or strategy may change, the purpose of LRS remains the same-to under-gird political will by demonstrating credible, flexible, survivable, and visible military power. If the United States wishes to maintain a strategic advantage across the globe, it should heed lessons learned by past global powers and place capable LRS among the highest priorities for development, investment, and modernization-even in a fiscally constrained environment. Ever since its introduction in the late 1950s, the B-52 Stratofortress has been the United States' primary heavy bomber and a powerful symbol of its immense military might. Its powerful electronic countermeasures equipment (ECM) was thought to make the B-52 immune to ground-to-air missile attack, but in Vietnam, and later conflicts such as Operation Desert Storm in 1991, it came up against the Soviet-designed SA-2 SAM which used heavy salvos of missiles to bring down the bombers. The losses of several of its most feared, powerful and supposedly invincible bombers per night to a torrent of Soviet missiles during the closing stages of the Vietnam War was sobering to Americans, but the B-52s' crushing attacks virtually eliminated North Vietnam's defences and forced a peace settlement. This fascinating book analyses the roles of the SA-2 operators and the B-52 Electronic Warfare Officers (EWOs) using specially commissioned artwork as well as first-hand accounts, and traces the cat-and-mouse tactics that each side employed.

Made for adults, but kids will love too! This coloring book is the first in a series of three, depicting 25 Attack, Bomber, Fighter and Reconnaissance aircraft use by the US military, and in some cases, by countries around the world. Each aircraft has a description and short history on the facing page. I have drawn each of these planes from photographs. These are not photos that have simply had the color removed. You also get a second copy of each aircraft, without any text, so you can add any background you wish, whether it be a blue sky or the hills and trees and tanks the A-10 is flying over. Let your mind roam free! Each aircraft is on a single page, so you don't need to worry about ink bleeding through. All designs are presented in landscape to maximize the size of the planes. Coloring these will be a fun and educational experience, whether you are an adult who worked with aircraft, or a child who is learning to love military aviation. I hope these coloring pages will captivate young minds, and provide a way for adults to unwind and relax after a rough day at the office. For children, coloring lets their imagination roam free, inspiring creativity and self-expression. Coloring can also help with patience, determination and self-control. For adults, coloring can be a way to calm down, a release from stress, and a method to forget about all the things that happened today! Coloring Book Features: - The first section includes: The aircraft name on the page with the plane A description and short history of the plane on the facing page - The second section has an additional copy of each aircraft without any text - Single-Sided Pages for easy removal and display - All designs were drawn from photographs, not pictures that have been bleached of color (those are almost always very light images that are hard to color) Aircraft included in this book: A-6 Intruder A-7 Corsair II A-10 Thunderbolt II B-1 Lancer B-2 Spirit B-47 Stratojet B-52 Stratofortress F-4 Phantom II F-8 Crusader F-14 Tomcat F-15 Eagle F-16 Fighting Falcon F-18 Hornet F-22 Raptor F-35 Lightning II F-100 Super Sabre F-101 Voodoo F-102 Delta Dagger F-104 Starfighter F-105 Thunderchief F-106 Delta Dart F-111 Aardvark F-117 Nighthawk U-2 Dragon Lady SR-71 Blackbird

Conceived in 1948, first flown in 1952 and projected still to be in front-line service in the 21st century, the Boeing B-52 Stratofortress is one of the most extraordinary aircraft in history. Here is the book to do justice to the story of the development and operational career of this legendary bomber. The book features a comprehensive history of the development of the U.S. heavy bomber, and intensive discussion of the Boeing B-47 and its effect upon the B-52 design, and perhaps more important than either of these today, the enormous number of modifications and changes which have kept the aircraft viable. The important contributions of the Strategic Air Command, with its concepts of the dedicated crew, rigorous training and ceaseless evaluation is well covered, and special attention is given to the B-52's role in the Vietnamese conflict. The book is reinforced with over 200 photographs and drawings, and includes a comprehensive set of appendices. The material for the book was derived almost entirely from the primary sources--the men who designed, built, flew, maintained and improved them and the documents created at the time. The author, a former B-52 and B-47 pilot himself, conveys the spirit of the B-52--the men and the missions behind the hardware, as well as a superbly detailed analysis of the aircraft itself.

Always at War is the story of Strategic Air Command (SAC) during the early decades of the Cold War. More than a simple history, it describes how an organization dominated by experienced World War II airmen developed a unique culture that thrives to this day. Strategic Air Command was created because of the Air Force's internal beliefs, but the organization evolved as it responded to the external environment

created by the Cold War. In the aftermath of World War II and the creation of an independent air service, the Air Force formed SAC because of a belief in the military potential of strategic bombing centralized under one commander. As the Cold War intensified, so did SAC's mission. In order to prepare SAC's "warriors" to daily fight an enemy they did not see, as well as to handle the world's most dangerous arsenal, the command, led by General Curtis LeMay, emphasized security, personal responsibility, and competition among the command. Its resources, political influence, and manning grew as did its "culture" until reaching its peak during the Cuban Missile Crisis. SAC became synonymous with the Cold War and its culture forever changed the Air Force as well as those who served.

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