

## Chapter 1 : The 10 Fastest Aircraft in the World | [www.nxgvision.com](http://www.nxgvision.com) Blog

*Information on modern military aircraft, including fighters, bombers, ground attack aircraft, trainers, reconnaissance, maritime patrol and some other types of warplanes.*

Air Force 13 November Comstock and Roger B. Army Air Corps, with his P Thunderbolt, Because of the need to manufacture airplanes quickly and the close proximity to the Republic Aviation factory, active duty pilots were used for some of the test flights of the new P On 13 November , Lts. Comstock and Dyar were ordered to test a new type of radio antenna on the PC. Comstock climbed to an indicated altitude of 49, feet 15, meters while trying to reach 50, feet. Due to poor response from the controls, he decided to let the aircraft fall off rather than risk a spin. He started to dive straight down and after passing below 40, feet he found that his controls had frozen. He then felt a bump and was unable to move the controls as the aircraft continued to dive. Even with maximum exertion, he was unable to move the control stick so he started to roll the trim tab back and after passing below 30, feet, the aircraft started to pull out of the dive and he recovered between 20, and 25, feet. Dyar started his dive and encountered the same conditions. Comstock reported what happened and the chief designer of the P Thunderbolt, Alexander Kartveli, questioned Lt. Comstock at length and made numerous calculations. Republic Aviation soon issued a press release claiming that Lts. Comstock and Dyar had exceeded the speed of sound. Soon after the press release, the 56th Fighter Group received a telegram from Gen. Harold Comstock and Roger Dyar set a new speed record for airplanes when they power-dived their P fighters at mph from 35, feet over an east coast air base. Roger Dyar was killed in action on 26 June The Airspeed Indicator is in the second row of instruments, just left of center. Note that the maximum speed marked on the face of the gauge is miles per hour. Air Force Almost certainly, the diving Thunderbolts did not exceed the speed of sound: He achieved a maximum Mach number of 0. Consequently, local shock waves tended to disappear. A normal recovery as from any steep dive, could usually be effected. Air Force Harold E. Comstock then entered Fresno State College. He was a member of the F. Pilots Club and the Aero Mechanics Club. He was 5 feet, 10 inches 1. After completing flight training, on 3 July Comstock was commissioned as a second lieutenant, Air Reserve. Comstock was promoted to first lieutenant, A. Lieutenant Comstock advanced to the rank of captain, A. Miss Barbara Lucille Joint, circa Colonel Comstock retired from the Air Force on 30 September Comstock died at Clovis, California in Lieutenant Colonel Harold E. An early change PC-1 was the addition of 8 inches 0. The PC was powered by an air-cooled, supercharged, 2, The R had a Normal Power rating of 1, horsepower at 2, r. A large General Electric turbosupercharger was mounted in the rear of the fuselage. The engine drove a 12 foot, 2 inch 3. The R was 6 feet, 3. It was also used as a commercial aircraft engine, with optional propeller gear reduction ratios. The PC had a maximum speed in level flight of miles per hour kilometers per hour at 30, feet 9, meters. The service ceiling was 42, feet 12, meters , and it could climb to 15, feet 4, meters in 7 minutes, 12 seconds. It had a maximum range of 1, miles 2, kilometers with external fuel tanks. It could also carry external fuel tanks, rockets and bombs. A total of 15, Thunderbolts were built; more than any other Allied fighter type. In aerial combat it had a kill-to-loss ratio of 4. The P, though, really made its name as a ground attack fighter, destroying aircraft, locomotives, rail cars, and tanks by the many thousands. It was one of the most successful aircraft of World War II.

*Active United States military aircraft is a list of military aircraft that are used by the United States military.*

The large majority of military aircraft are fighters, followed by bombers, transporter-tankers, early-warning and patrol aircraft, and a variety of propeller- and jet-driven trainers. As is the case with commercial aircraft, the complexity of the technology and the immense capital requirements have narrowed the field. Early history When the first practical aircraft were produced, in the form of hot-air and hydrogen balloons in 1783, they were adopted quickly for military duties. Two months later the first military reconnaissance from such a balloon was made before the city of Maubeuge. Similar reconnaissance balloons were used later by other armies, notably by both armies during the American Civil War and by the British in Africa from 1840 to 1850. Hydrogen gas generator being used to inflate an observation balloon during the American Civil War, Department of Defense; Brady Collection True military aviation began with the perfection of the navigable airship in the late 19th century and the airplane in the first decade of the 20th century. The brothers Wilbur and Orville Wright, who made the first powered, sustained, and controlled flights in an airplane on December 17, 1903, believed such an aircraft would be useful mainly for military reconnaissance. When they received the first contract for a military airplane from the U. S. Army, Wright and Lieutenant Frank Purdy Lahm are catapulted down a rail and launched into the air. The most formidable aircraft of the years before World War I were airships rather than airplanes. Airships were large self-propelled craft consisting of a rigid fabric-covered metal frame within which were gas bags containing a lighter-than-air gas such as hydrogen. The most ambitious examples of this type of craft were the huge airships designed and built in Germany by Ferdinand, Count von Zeppelin. A typical zeppelin could carry five kg pound high-explosive bombs and 20 crew. The airship Schwaben landing at Potsdam, Ger. Experiments with arming airplanes were made spasmodically after 1910, when August Euler took out a German patent on a machine-gun installation. Bombing techniques evolved simultaneously. Dummy bombs were dropped on a target in the form of a ship by the American designer Glenn Curtiss on June 30, 1911. This test was followed by the dropping of a real bomb and the devising of the first bombsight. The pin was pulled out over the target by tugging on a string. It was primitive but it worked. The Naval Wing of the RFC subsequently attempted to drop torpedoes from Short and Sopwith seaplanes, with some success, and efforts were soon under way to develop means to launch and recover such craft on shipboard. In 1911 a Curtiss biplane had been flown from and onto wooden platforms erected over the decks of anchored U. S. ships. The following year the old cruiser Hermes was fitted with a short deck from which seaplanes took off on wheeled trolleys that were fitted under their floats and dropped away as the machines became airborne. Thus, by 1915, reconnaissance, bomber, and carrier-based aircraft all were evolving, and some had been used in combat. The first bombing raid came nine days later, when a pilot dropped four grenades on Turkish positions. The first reconnaissance photographs of enemy positions were taken on February 24-25, 1915, in the same conflict. World War I Airships At the start of World War I the German armed forces had 10 zeppelins and three smaller airships, but this impressive offensive capability was largely offset by the highly explosive nature of the hydrogen gas that gave the zeppelins their lifting power. After losing three zeppelins in daylight raids over heavily defended areas in the first month of the war, the army abandoned airship operations, but the navy, with its battle fleet blockaded in port by the Royal Navy, mounted a night bombing offensive—the first aerial strategic bombardment campaign in history. A zeppelin flying over the harbour at Kiel, Ger. The finest of the zeppelins was the LZ 129; this craft was 120 metres long, was able to fly above 4,000 metres, and had a range of 12,000 km, 7,000 miles. The LZ 129 was shot down late in the war, however, and large rigid metal-framed airships were never again employed as combat aircraft. Smaller, nonrigid airships were used throughout World War I by the British for antisubmarine patrol, convoy escort, and coastal reconnaissance, achieving a remarkable record of protecting coastal convoys from German submarines. They were revived by the U. S. Navy during World War II for the same use. Library of Congress, Washington, D. C. World War I is remembered for its terrible combination of technological ingenuity and strategic indecisiveness. The growth of army sizes, and the introduction of new weapons like long-range heavy artillery and chemical gas, turned combat into mechanized carnage on an

unprecedented scale. It also made it more essential than ever for armies to gather information about enemy troops and weapons. Stationary balloons were used for observation and artillery spotting as early as the American Civil War but found widespread use in World War I. This video shows the view from a balloon over the Western Front. Reconnaissance aircraft At the outbreak of World War I, heavier-than-air craft were used only for visual reconnaissance, since their feeble engines could carry little more than a pilot and, in some cases, an observer aloft. They soon proved their worth in this mission, however, and RFC aviators provided reconnaissance that enabled the British and French armies to counterattack in the decisive Battle of the Marne on September 6<sup>th</sup> 1918, turning back the invading Germans just short of Paris. More powerful engines and better aircraft designs soon made possible specialized reconnaissance aircraft that could fly at high altitudes to avoid interception. The Germans, for example, had Rumpler two-seaters in service by that time that could operate as high as 24,000 feet, 7,300 metres. Radios were carried aloft to permit aerial observers to spot and adjust artillery fire, at first with transmitters only and then, as radios became lighter, with receivers for two-way communication. Fighters The importance of aerial reconnaissance and artillery spotting particularly the latter made it clear that the belligerent able to deny the enemy use of airspaces above the battlefield would enjoy enormous advantages. This realization led to the emergence of fighters as a distinct category of aircraft. In the early days of the war, pilots and observers blazed away at enemy aircraft with pistols, rifles, and even shotguns, but to little effect. Machine guns were the obvious solution. In the Vickers company in Britain had exhibited a two-seat biplane of pusher configuration in 1911. A development of this machine, the Vickers F. The French armed similarly configured Voisin pushers with machine guns one had shot down a German aircraft as early as October 5, 1914, but, burdened with the extra weight of observer and gun, such aircraft were slow and unmaneuverable, and their successes were mostly the result of accidental encounters. Light single-seat aircraft of tractor configuration. The solution to the problem emerged in the spring of 1915 in the form of an interrupter gear, or gun-synchronizing device, designed by the French engineer Raymond Saulnier. The interrupter itself was not new: The real breakthrough was made by Roland Garros, a famous sporting pilot before the war and a friend of Saulnier, who perceived that a machine gun fitted with such a device and mounted rigidly atop the fuselage could be aimed accurately simply by pointing the airplane in the desired direction. With this machine, Garros shot down three German aircraft on April 1, 13, and 15. Then, on April 19, Garros himself force-landed with a ruptured fuel line and was taken prisoner. The Germans reacted quickly, putting the designer Anthony Fokker to work on a similar device. Though a superb flying machine, the Nieuport was limited by its light armament, while the two British machines had taken the aerodynamically inefficient pusher configuration to its limit and were soon outclassed. Thereafter, the pace of fighter development began to be set by improvements in engine design—a phenomenon that was to persist well into the jet age. Most Allied fighters at that time were powered by rotary radial engines. These engines were relatively powerful in relation to their weight, but their large frontal areas produced a great deal of drag, and the gyroscopic forces induced by their whirling mass posed serious aircraft-control problems. In mid 1917 Germany took the lead in fighter design on the basis of its superb Daimler and Benz water-cooled in-line engines, such as those that powered the streamlined Albatros D. III series of fighters. These were faster than their Allied opponents and, most important, could carry two machine guns without sacrificing performance. I pioneered a fighter configuration that was to prevail into the 1930s: Prominent among these were the French Spad fighters and the British S. A Albatros D. Va, a German fighter plane of World War I. Typically powered by a 100-horsepower Mercedes engine, the D. VII was a fabric-covered biplane that differed from others in having a sturdy fuselage structure of welded steel tubing. Armed with two machine guns, it had a top speed of 185 km miles per hour. Even more powerful engines made two-seat fighters possible. The best of these was the British Bristol F. Ground attack The Allies fielded specialized aircraft for ground attack only at the very end of the war. Notable among these was the Sopwith Salamander, a development of the Sopwith Camel with an armoured cockpit and two machine guns firing downward through the floor at a fixed angle to rake enemy trenches while flying low over them. The Germans produced a number of specialized two-seat aircraft for this purpose— notably the Halberstadt CL. III of 1918, which was armed with a forward-firing synchronized machine gun as well as a flexible gun and racks of grenades for the observer. At the Battle of Cambrai in November and December 1918, the Germans sent large

formations of such aircraft over the British trenches and into the rear areas with devastating effect. By the end of the war, they were using numbers of armoured all-metal Junkers J-1 ground-attack aircraft, one of the most advanced machines to see combat during the war. German Junkers J-1 monoplane fighter prototype, The first bombing raids to achieve significant success and the first to cross national boundaries were mounted against the Zeppelin works at Friedrichshafen from Belgian bases by airmen of the Royal Naval Air Service RNAS on October 8 and November 21, However, their spectacular success owed more to the highly flammable nature of the zeppelins themselves than to the destructive power of the pound 9-kg bombs used. These raids prompted the Admiralty to commission the development of the first specialized heavy night bomber, the Handley Page H. Meanwhile, other air forces began building and putting into service strategic day bombers. Among the first were French Voisins. The type L was used in early to carry about 60 kg pounds of small bombs that simply lay in the bottom of the cockpit until the time came for the observer to drop them overboard. Later models had more powerful engines and were equipped alternatively as attack aircraft , carrying up to kg pounds of bombs or having a mm 1. None flew faster than km 85 miles per hour, so the Voisins operated mainly under cover of darkness in the last year of the war. Italy too was quick to appreciate the value of bombing attacks on enemy targets. Its big three-engined, twin-tailboom Capronis were among the finest bombers of World War I. About 80 were built, and they made raids on German targets with the loss of only one plane. The German air force also operated a family of giant four-engined metal bombers known as Riesenflugzeug, or R-planes. Typical of these was the Staaken R. This had a takeoff weight of 11, kg 25, pounds , which included a crew of seven and a bomb load of up to 1, kg 4, pounds. Italian Caproni bomber of World War I. Three distinct categories of combat aircraft emerged: Long-range flying boats so called because their fuselages were shaped like the hull of a boat were used extensively by the British.

**Chapter 3 : The Latest on US Military Aircraft ADS-B Security Concerns - Avionics**

*Which is the best fighter aircraft in the world? Which is the greatest modern fighter and why? Our Top 10 analysis is based on the combined score of stealthiness, armament, speed, range, maneuverability and technology.*

Picture of an F showing its variable sweep wing. General Dynamics F Aardvark. Number nine on this list is not a fighter but a tactical bomber capable of flying at Mach 2. It had, before its retirement in , 9 hardpoints and 2 weapon bays, together with being able to deliver a payload of 14, kg of bombs, a nuclear bomb, air-to-air missiles or a round machine gun could be fitted. The Aardvark was the first aircraft in production with a variable sweep with the configuration which is why it was also tested for carrier-based operations, however, this was never completed although there were some successful tries. It was introduced in and will continue to be a part of the air force beyond There has almost Fs built and it has been exported to among others Japan, Saudi Arabia and Israel. The current plan is to keep producing them until It was first designed as an air-superiority aircraft but later the FE Strike Eagle was built, an Air-to-Ground derivative. Together with its 20 mm M61A1 Vulcan gun, it is no surprise that this buster has over confirmed aerial combat victories. Click the link for more information. MiG flying over Russia Number 7: It is a Soviet Interceptor built to take out enemy aircraft and has great capabilities to do so using a combination of active and passive radars. Four Foxhounds can together control a front of kilometres in length. The weapons that it has to its disposal are: One 23 millimetre gun with rounds. Long or medium-range missiles, short-range IR missiles or a special medium-range Air-to-Air missile for high-speed targets. The production ended in but is unknown exactly how many MiG that were built but between is said to be a qualified guess. The MiG is a derivative of the MiG which can be read about further down place 4 and in the link at the very end of the article. XB Valkyrie taking off Number 6: The extreme speed was needed for two reasons: To accelerate away from Soviet interceptors and 2: To be able to escape the blast of the nuclear bombs that it was capable of dropping. The big size weight was needed to carry the fuel needed for the 6,kilometre flight into the Soviet Union and escape without refuelling and to house the 14 nuclear bombs that it was capable of carrying. The aircraft had its first flight in and is now retired, only two were built. X-2 Starbuster together with its crew Number 5: The Starbuster was an American research aircraft which had its first flight in and was retired in It was a continuation of the X-2 program and so Its area of investigation was to see how aircrafts behaved when flying at speeds higher than Mach 2. It did, as can be understood, not carry any weapons and featured a back-swept wing which made it have little air-resistance and was by that able to achieve the stunning speed of Mach 3. However soon after this speed was attained the pilot, Milburn G. Apt, made a sharp turn and the aircraft tumbled out of control. He could not regain control of the aircraft and bailed out. Unfortunately, only the small parachute of the escape shuttle was opened and he hit the ground with too high speed. This fatal crash ended the Starbuster program. Mikoyan Gurevich 25PU Number 4: This jet was a Soviet machine built to intercept American aircraft during the cold war like the SR and high- slow flying surveillance aircraft. Since it was built to intercept the SR it was required to have an extreme speed, hence its Mach 3. The Foxbat, unlike the Blackbird, featured 4 air-to-air missiles which made it an interceptor rather than a reconnaissance aircraft. It has never shot down a Blackbird but it has had many other combat missions which have been successful, for instance in the Iran-Iraq war. Over Foxbats were built between and , however, today the use is limited, with its only users being Russia, Syria, Algeria and Turkmenistan. For more information about this astonishing bird see the link at the bottom of the article. This jet was an American interceptor prototype with a top speed of Mach 3. SRB double cockpit Number 2: It featured stealth technology but if it was, against all odds, spotted by enemy forces, it could outrun the interceptors or surface-to-air missiles that were fired at it, due to its fantastic speed. The Blackbird was so fast that the air in front of it did not have time to escape, hence building up a huge pressure, and raised the temperature. The temperature of the aircraft, which could reach several hundred degrees high, expanded the metal, hence it had to be built by too small pieces. Because of this, the SR actually leaked oil when standing still. The Blackbird holds the record for manned, air-breathing aircraft, see here. A nice documentary about the SR for those who love this plane as much as we do: The winner of our top 10 €” the X! Its

maximum speed was Mach 6. To be stable at these super high velocities, it had to feature a big wedge tail, however, the downside of this was at lower speeds the drag was extremely big from such a tail. Therefore a B Stratofortress had to carry it up to an altitude of about 14, meters before dropping it at which it ignited its own engines. Just imagine sitting in a rocket measuring only 15 m in length and then being dropped, must have been a truly magnificent feeling! The X was used at such extreme speeds so that it did not use traditional ways to steer using drag over a fin but instead it used rocket thrusters! This made it possible to reach altitudes higher than kilometres, which was one of its world records. These are the three records that brought the X rocket jet into the history books: It was the first operational space plane. It got to a height of more than km. It flew more than six times the speed of sound Mach 6. Fastest planes in the world – Overview Here is an overview of the fastest planes in the World and their Top Speed [Click to enlarge](#). The fastest Aircraft in the World [Further Reading](#): Read about the SR Blackbird mentioned in the article [here](#).

**Chapter 4 : List of active United States military aircraft - Wikipedia**

*UK Military Flying Training System The contractors providing the new UK Military Flying Training System will eventually operate 38 fixed wing aircraft and 32 helicopters on the military register, but the aircraft are initially civilian-registered.*

Which is the greatest modern fighter and why. Our Top 10 analysis is based on the combined score of stealthiness, armament, speed, range, maneuverability and technology. We also considered pilot opinion on capabilities of various warplanes during dog-fight training. All of these aircraft mentioned here are incredibly powerful and devastating, however none of them have seen combat against each other during military operations yet. Our analysis is based on specifications, available data and technical comparison. Pilot training is also important, as performance of the actual aircraft depends from the pilot performance. This list do not contains aircraft that are currently under development of at the prototype stage. It includes only operational warplanes. Currently top 10 fighter aircraft in the world are these: This aircraft carries a powerful array of weaponry. It is the most advanced and most expensive production fighter aircraft to date. Many of sensors and avionics of this plane remain classified. This advanced aircraft was adopted in It was never offered for export customers, even other allies and NATO countries. Currently it is the best fighter aircraft ever built. Engines of the raptor allow the aircraft to supercruise over long ranges, while thrust-vectoring nozzles, combined with a triplex fly-by-wire flight control system, make it exceptionally maneuverable. Requirement for a new fighter was issued in the early s, which would replace the F Eagle. United States designed this aircraft in order to restore a technological edge which the US had enjoyed for many years over Russians and other Western countries. It was somewhat eroded in the mid s when Russians introduced a very capable Su air superiority fighter, which could meet the F Eagle on equal terms, and MiG multi-role fighter. The F started life as a straightforward air superiority fighter. However since its introduction this aircraft lacks a formidable air threat from other countries fighters. Later it evolved towards the multi-role fighter, as ground attack capability was added. The F was developed under a Joint Strike Fighter program, which was intended to replace existing aircraft types with a common fighter. Also it is being exported to a number of countries. It exploits stealth technology, which reduces its radar cross-section and makes it harder to detect. This multi-role fighter can perform on air defense missions, close air support and tactical bombing. It is compatible with the latest air-to-air and air-to-ground missiles. This aircraft is proposed in three main variants, including the FA conventional take-off and landing aircraft, FB short take-off and vertical landing aircraft, and FC carrier-based aircraft. These variants share a number of their parts in order to keep development, production and servicing costs low. This aircraft uses the most powerful fighter engine ever developed. In this aircraft received a regular Su- designation. This new stealthy aircraft was designed intended to replace ageing MiG and Su fighters. Development of this aircraft commenced in A prototype was revealed and made its first flight in It was planned that in a first batch of 12 pre-production fighters will be delivered to the Russian Air Force. In fact in a couple of pre-production Su fighters were deployed in Syria. Full-scale production was planned to begin in Russian Air Force has a requirement for up to of these new multi-role fighters. Originally it was thought that the Su is a stealthy air supperiority fighter. However it turned out that this aircraft has a secondary ground attack capability and can engage surface targets. Despite being referred as a fifth-generation fighter, there are some serious doubts about it, as some US Military officials referred the Sukhoi PAK FA only as advanced forth-generation fighter. Russia still lags behind in the development, acquisition and employment of some of the latest technologies. Two large internal weapon bays are mounted in tandem between the engines. This fighter has 10 internal and 6 external hardpoints for various air-to-air, air-to-surface, anti-radiation missiles and even guided bombs. There are also two sidebays for short-range air-to-air missiles. It is believed that this aircraft will carry up to 7 kg of ordnance. It is speculated, that development of the J was assisted by the Russian MiG aviation company. Low-rate initial production of this stealthy aircraft commenced in First operational J stealthy fighters were delivered to Chinese air force in During the last decade China has taken a more transparent approach to its military programs. Still though there is little official information on this plane. The new J is a medium- and long-range air superiority fighter, which might also have a secondary

ground attack capability. The new Chinese warplane is an advanced forth-generation fighter, rather than a true fifth-generation fighter. This Chinese fighter has two large internal weapon bays for long-range air-to-air missiles and two small side-mounted weapon bays for short-range air-to-air missiles. Missiles are stored in these weapon bays in order to reduce the radar cross-section. It also has large fuel tanks for long-range missions. It carries more fuel and weapons than the American F Raptor. Furthermore this aircraft is capable of high speed operations. It is based on the aircraft carriers can attack both air and surface targets. The Super Hornet is also in service with Australia as the main fighter aircraft. The Super Hornet is fitted with new engines. It has additional hardpoints and can carry more missiles. This aircraft has extended range due to larger internal storage of fuel. The Super Hornet also has improved avionics. Some measures were taken to reduce radar cross section of this aircraft. This aircraft carries advanced European-designed missiles. It is claimed that Typhoon is half as combat effective as the American F Raptor. It is an approximate estimate, however it seems that Typhoon is superior to the FF, French Rafale, evolved Russian Su variants and many other aircraft. The Eurofighter Typhoon will form the cornerstone of European air power until well into the 21st century. This multi-role fighter features some of the very latest avionics systems. Also some measures were taken to reduce radar cross section of this aircraft. This aircraft is very maneuverable. The Rafale can track 40 targets and fire at four targets simultaneously. This aircraft can hold its own against the latest versions of the American F The Dassault Rafale will form the cornerstone of French air power until well into the 21st century. It is being offered for export as a replacement for the Su and MiG fighters. In it has been adopted by the Russian Air Force. It is a very fast and highly maneuverable fighter with very long range, high altitude capability and heavy armament. However it has secondary air-to-ground capability. This aircraft can carry enormous amount of weapons. It has 12 wing and fuselage hardpoints and can carry ordnance with a maximum weight of up to 8 kg. Its large and powerful engines give it ability to supercruise for a long time. Also its engines allow to reach supersonic speeds without using an afterburner. Engines have a three-dimensional thrust vectoring and make this aircraft very maneuverable. However Russia still lags behind in the development, acquisition and employment of some of the latest technologies. First operational aircraft were planned to be delivered to the Russian air force in Although now in service for over 30 years, it remains a formidable warplane. This aircraft scored more than air kills and is considered among the most successful Cold War era fighters. The F is equipped with weaponry and electronics, enabling it to detect, acquire, track and attack enemy aircraft, while operating in enemy-controlled airspace. This fighter carries a wide range of air-to-air missiles and is extremely maneuverable. Also it has strong high-speed maneuverability. Through modifications and upgrades the F has been constantly improved. This aircraft has been exported to Israel, Japan and Saudi Arabia. The upgraded MiGBM received a ground attack capability and became a true multi-role fighter. By a total of aircraft were reportedly upgraded. This upgrade allowed to extend service life of older aircraft for at least another 15 years. It is planned that all operational MiGs will be upgraded. This aircraft is able to undertake long-range interception, precision strike and defense suppression tasks. Both cockpits feature advanced displays allowing the crew to deploy precision-guided munitions.

## Chapter 5 : List of active United Kingdom military aircraft - Wikipedia

*Provides information, drawings and pictures of the world's military aircraft.*

The transport plane, carrying fifteen Marines and a Navy corpsman, was moving personnel and equipment from North Carolina to a western base to train before deploying, the Marine Corps said. Father of Marine killed: He loved to fly Gunnery Sgt. Brendan Johnson was from Vermont. He really loved flying. He loved going different places," Kevin Johnson said of his son, who spent 23 years in the Marines and was a loadmaster. Brendan Johnson, 45, planned to retire next year, after a career that took him to Europe, Africa, South Asia and the Pacific, including deployments to Afghanistan and Iraq. The plane, which the military can use to refuel planes in the air and carry cargo, went down in a rural area just off US 82, about 85 miles north of Jackson, with debris found on both sides of the highway, CNN affiliate WDBD reported. Federal Aviation Administration officials contacted the Marines when the aircraft disappeared from air traffic control radar over Mississippi, officials said. The KC is able to refuel planes in the air and transport troops and equipment. Because the plane was carrying small-arms ammunition and weapons, an explosive ordnance disposal team was at the crash site, military officials said. Flames and dark smoke rose from part of the wreckage in a field off the highway, video from WDBD on Monday showed. The plane spiraled, nose down, to the ground, Jones said. One of the engines appeared to be trailing white smoke, he said. He said he went out to the site and saw a bunch of mini-explosions coming from the crash. Marine Plane crash in Mississippi is heartbreaking. Melania and I send our deepest condolences to all! Weeks, of Inverness, Mississippi, told CNN that he did it "to let these American heroes know their service and sacrifices were appreciated. David Weeks, of Inverness, Mississippi, plays taps Tuesday near the crash site. Thad Cochran, R-Mississippi, posted on Twitter: Tough, versatile The C family of planes is the longest continuously produced military aircraft. The Hercules can refuel other aircraft midflight. It can fly a small military force and heavy equipment around the world and land on short, unfinished airstrips. How many have been made? More than 2, have been delivered. It has logged 1. It was first deployed in The first KCs appeared in Its normal range of 1, miles as a tanker and 3, miles on cargo missions gives it access to the entire war arena. The maximum takeoff weight for the KCT is , pounds and its flight ceiling is 25, feet. The crash killed 14 people. Military aircraft accidents costing lives, billions of dollars A US Air Force investigation blamed the crash of the CJ on the misuse of a night-vision goggles case that the pilot had placed in front of the cockpit yoke while the plane was on the ground. An earlier version of this story incorrectly reported the FBI is at the scene of the crash.

## Chapter 6 : Military Aircraft | www.nxgvision.com

*Beyond the military sector, aircraft play a hugely important role in civilian markets when hauling passengers to-and-fro or goods from Point A to Point B. The nation introduced the world to the 5th Generation Fighter and its warplanners are already laying the groundwork for a new stealth-minded 5th Generation Bomber still to come.*

## Chapter 7 : Aircraft from to

*Military Aircraft Subcategories. Air Force Aircraft. Air Force Attack Aircraft. Military Equipment Videos Simulated Battle: Soldiers Defend Village During Trident Juncture.*

## Chapter 8 : Military Unmanned Aerial Vehicles (UAV) | National Air and Space Museum

*Military aircraft, any type of aircraft that has been adapted for military use. The finest of the zeppelins was the LZ; this craft was metres ( feet) long, was able to fly above 4, metres (16, feet), and had a range of 12, km (7, miles). The LZ was shot down late in the war.*

Chapter 9 : Mississippi plane kills 16 servicemembers - CNN

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