

1: Military Aircraft Articles, Stories & Photos | Fighter, Transport, Stealth Aircraft

I read Bill Sweetman's original B-2 book, which consisted mainly of conjecture (it was written around), and the new "Inside the Stealth Bomber" is a welcome and timely followup. For the first time, a concise history of the B-2's origin and development is presented.

The foot soldiers are unloading rocket-propelled grenades and artillery shells from the backs of pickup trucks, likely unaware of the American unmanned aircraft overhead. Still, their fear of prying aerial eyes is noticeable as they stretch tarps across vehicles to obscure their shapes from above. Late last year, U. Some of those fighters have regrouped in these camps, others have gathered here from elsewhere. There are more than Islamic State fighters spread across these sites. It will take about 32 hours to fly from Whiteman Air Force Base in Missouri to the target in Libya and then return home. The pilots doing that need all the rest they can get. To trim the mission time, other B-2 pilots like Scorch assist with flight planning, weapons pre-checks, and sometimes even starting the engines. But Scorch who earned his callsign due to an incident with an overheated B-2 engine and others at the base and within Global Strike Command agreed to speak with Popular Mechanics about how a globe-spanning airstrike is planned and executed. Two B-2 Spirit bombers, each with two people in the cockpit, will take off, fly to the target, drop enough bombs to eradicate the ISIS camps, and immediately fly back home to Missouri. While working out the finer diplomatic details, the military continues planning. The stealth bombers are built for a Cold War mission: No one in Libya has sophisticated anti-aircraft to threaten U. But a bomber is an absolutely essential part of the equation. Nothing else can drop thousands of pounds of explosives on targets at the same time quite like a bomber. The B-2 can carry 80 of these pound bombs, each guided to detonation with GPS coordinates. Each of the bombs can be programmed to hit a specific target, at a specific altitude, from a specific angle, at a specific time. Although the targets are pre-programmed, B-2 pilots also program coordinates from the cockpit. Nearly every training sortie includes some on-the-fly retasking of weapons. Hamm, who served as a B-2 pilot, says he once received a last-second orders to spare a target in Iraq that was providing the coalition with signals intelligence. Usually stealth bombers knock down defenses and allow other, non-stealth aircraft to strike undefended targets. In Air Force parlance, this mission will be two parts "deliberate" pre-planned and one part "dynamic. There are only 20 of these stealth bombers in the hands of the U. B-2 bomber crews come from nearly every Air Force discipline. Pilots start their careers with other bombers. Some hail from the fighter community while others flew cargo haulers and tankers before coming to the Spirit. The cycle of training, maintenance, and rest comes to halt when the base receives a planning order. The staff first selects pilots, then develops a concept of operations, reaches out to others involved in an operation like refueling tankers, and reports the options up the chain as high as the secretary of defense and the president. Although this mission will only fly two B-2s, each with a two-man crew, many more are made ready to fly. Danny Elich, a medical services flight commander for the th Bomb Wing and an aerospace physiologist. There are also issues with dehydration, deep vein thrombosis, and fatigue. To combat this, the physiologists at Whiteman plan their own version of the mission, including snacks and nap times that preserve the two-man crew for the moments of intense concentration. They also recommend, and sometimes require, the use of "go pills" often Dexedrine or "no go pills" something akin to Ambien to enforce the rest cycle as a last resort. Nathan Allen More Long-range bombing missions include equally long lulls in the cockpit, an experience far removed from comfy first-class flying. Behind two seats is a 6-foot flat space where pilots can set up a cot to sleep. Behind the right seat is a crude toilet-a stainless-steel bowl with no walls-not too far from a bank of classified communications servers. But these long flights also come with too much free time, which can lead to stress and nerves. Most pilots try to use the time constructively. I also get up from the chair as much as I can, do pushups or exercises. The airplane in need of fuel flies directly behind the tanker. The tanker then extends a telescoping fueling boom. The end of the boom-the fuel nozzle-latches into a small hole in the receiving aircraft, and the fuel pumps as the conjoined aircraft fly in harmony. Then its back to the long wait as two B-2s inch closer to their Libyan targets. With 80 stacked and ready in each bomb bay, both B-2s will attack the target and have bombs to spare if anything is

left standing. Bombing runs are preprogrammed events-all part of the flight plan. The bomber calculates the time of release at the particular airspeed and automatically opens the bomb bay doors to release the weapons from either a rotary launcher or a bomb rack. The B-2s open their bomb bay doors and the pound bombs pour out. The big jet lurches as several thousand pounds of cargo is jettisoned in seconds. The bombs fall away without an explosive mechanism-gravity alone takes them from their assembly in the bomb bay. The airplane determines the airspeed, air density, and parameters that influence the drop and times the release. At least one Predator is nearby to record the impact-a cacophony of overpressure blasts, roiling smoke and dust, and secondary explosions. Dozens of ISIS fighters are killed. The Pentagon later gives a final tally at around The battle damage assessment is made. And so they were sent home. The adrenaline of the bombing fades quickly, and the 18 hours back can be harder than any other part of the mission. By the time these happen, the pilots are eager to get home, get into U. They carry gear, help stow the jet, and do anything to help the exhausted pilots, who now face post-mission briefings with flight docs, commanders, and the crew chief. But finally the mission is over. Concerned crew chiefs scrutinize the bombers from the insides of the engines to the stealth coatings on the surface. Whiteman returns to relative normal, airplanes, crew, and commanders at the ready. But sooner or later-whether weeks, months, or even years-the next planning order will come, and the B-2s and its crew will be called upon once again. You Might Also Like.

2: Inside the Stealth Bomber: The B-2 Story by Bill Scott

Inside the Stealth B2 Bomber Military Documentary The Northrop (later Northrop Grumman) B-2 Spirit, also known as the Stealth Bomber, is an American heavy strategic bomber, featuring low.

Low observability provides a greater freedom of action at high altitudes, thus increasing both range and field of view for onboard sensors. Extensive sleep cycle and fatigue research was conducted to improve crew performance on long sorties. Luke Jayne during a visit to Whiteman AFB, In order to address the inherent flight instability of a flying wing aircraft, the B-2 uses a complex quadruplex computer-controlled fly-by-wire flight control system, that can automatically manipulate flight surfaces and settings without direct pilot inputs in order to maintain aircraft stability. This stealth comes from a combination of reduced acoustic , infrared , visual and radar signatures multi-spectral camouflage to evade the various detection systems that could be used to detect and be used to direct attacks against an aircraft. It is speculated to have an upward-facing light sensor which alerts the pilot to increase or reduce altitude to match the changing illuminance of the sky. The aircraft is stealthy, except briefly when the bomb bay opens. The F used flat surfaces faceting technique for controlling radar returns as during its development see Lockheed Have Blue in the early s, technology only allowed for the simulation of radar reflections on simple, flat surfaces; computing advances in the s made it possible to simulate radar returns on more complex curved surfaces. This technique, known as continuous curvature, was made possible by advances in computational fluid dynamics , and first tested on the Northrop Tacit Blue. According to the Stefanâ€™Boltzmann law , this results in less energy thermal radiation in the infrared spectrum being released and thus a reduced heat signature. The resulting cooler air is conducted over a surface composed of heat resistant carbon-fiber-reinforced polymer and titanium alloy elements, which disperse the air laterally, in order to accelerate its cooling. Materials[edit] According to the Huygensâ€™Fresnel principle , even a very flat plate would still reflect radar waves, though much less than when a signal is bouncing at a right angle. Additional reduction in its radar signature was achieved by the use of various radar-absorbent materials RAM to absorb and neutralize radar beams. The majority of the B-2 is made out of a carbon - graphite composite material that is stronger than steel, lighter than aluminum, and absorbs a significant amount of radar energy. The first operational aircraft, christened Spirit of Missouri, was delivered to Whiteman Air Force Base , Missouri , where the fleet is based, on 17 December Although the bombers accounted 50 sorties out of a total of 34, NATO sorties, they dropped 11 percent of all bombs. With aerial refueling support, the B-2 flew one of its longest missions to date from Whiteman Air Force Base, Missouri to Afghanistan and back. Air Force declaration of "full operational capability" in December The evaluation also noted that the Defensive Avionics suite had shortcomings with "pop-up threats". Three B-2s dropped 40 bombs on a Libyan airfield in support of the UN no-fly zone. The mission, part of the annual South Koreanâ€™United States military exercises, was the first time that B-2s overflew the Korean peninsula. Tensions between North and South Korea were high during; after the exercise North Korea protested against the participation of the B-2s and made threats of retaliatory nuclear strikes against South Korea and the United States. These strikes were followed by an MQ-9 Reaper unmanned aerial vehicle firing Hellfire missiles. Each B-2 flew a hour, round-trip mission from Whiteman Air Force Base, Missouri with 15 refuelings during the trip.

3: Northrop Grumman B-2 Spirit - Wikipedia

Inside the new Air Force B stealth bomber The Air Force's stealthy long-range bomber will have the endurance and next-generation stealth capability to elude the most advanced existing air defenses and attack anywhere in the world, if needed, senior service officials said.

4: Inside the Stealth Bomber - Bill Sweetman - Google Books

INSIDE THE STEALTH BOMBER pdf

To ask other readers questions about *Inside the Stealth Bomber*, please sign up. Be the first to ask a question about *Inside the Stealth Bomber* Lots of fun for me to read, having spent several years in the Air Force's B-2 System Program Office. Good history of a huge technical & managerial.

5: Inside A B-2 Spirit Stealth Bomber Mission Against ISIS In Libya

Inside the Stealth Bomber: The B-2 Story [Bill Scott] on www.enganchecubano.com *FREE* shipping on qualifying offers. Scott delivers a detailed account of every phase in the bomber's development from to the present.

6: A Look Inside the B-2 Stealth Bomber | www.enganchecubano.com

The Air Force's stealthy long-range bomber will have the endurance and next-generation stealth capability to elude the most advanced existing air defenses and attack anywhere in the world, if.

7: Inside the Stealth Bomber by Bill Sweetman

Air Force pilots of the s-era stealthy B-2 Spirit bomber plan to fly the aircraft on attack missions against enemy air defenses well into the s, service officials said. "It is a dream to.

8: The B Raider: A Bomber for the Future

Pics: *Inside the Stealth Bomber Rescue* You've seen the heart-arresting video. But these still pictures from February's B-2 stealth bomber crash and rescue effort are still gasp-worthy, nonetheless.

9: Stealth aircraft - Wikipedia

The U.S. bomber fleet includes non-stealth B-1s and Bs, but it's the B-2s that can loiter for long stretches. Just because the B-2 can stay over a target doesn't mean the pilots want to. "We.

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