

## 1: Top 10 Largest Airplanes in The World | Trending Top Most

*Specialized Aircraft (The World's Greatest Aircraft) [Christopher Chant, Michael John Haddrick Taylor] on www.enganchecubano.com \*FREE\* shipping on qualifying offers. Drawings, photographs, and text describe a variety of specialized aircraft, both U.S. and foreign, including training planes.*

These aircraft usually attack supply convoys, thus delaying enemy forces and supplies from reaching the frontlines. These aircraft are sometimes related to air superiority fighters or multi-role fighters, however their emphasis is focused on ground attack role. Still most attack aircraft have an air-to-air combat capability. These aircraft typically have long-range and can operate in significant distances from their bases. Often we receive many questions which is the best strike, and ground attack or interdictor aircraft in the world. Which is the greatest modern attack aircraft and why. Our Top 10 analysis is based on the combined score of armament, range, speed, technology, and some other factors. All of these aircraft mentioned here are incredibly powerful and devastating. This 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 attack aircraft in the world are these: It is a dedicated twin-seat attack aircraft, that evolved form the F air superiority fighter. This aircraft appeared in the s and was seen as a possible replacement for the F First operational aircraft were delivered in It was referred as the Strike Eagle, however this name was not adopted officially. The type made its combat debut during Operation Desert Storm, and proved outstanding in this and subsequent combat actions. As of USAF operated just over of these attack aircraft. However these were downgraded export versions. The FE has different avionics and equipment than the F air superiority fighter. It is fitted with targeting pods and other specialized ground attack equipment. The weapons system operator is in the rear cockpit. This aircraft can carry a whopping 10 kg of external ordnance or external fuel. It can carry various air-to-ground, anit-ship, anti-radiation missiles, bombs including nuclear , and guided munitions. Also the FE retains its air-to-air capability and can carry the same air-to-air missiles as the F air superiority fighter. It has a range of around 2 km. If required, the FE can be optimized as an air superiority fighter. It is a derivative of the Su air superiority fighter. Development of this aircraft was slow due to limited funding. It was first flown in In a pre-production aircraft was revealed. The Su was adopted in As of Russian Air Force operates 76 of these attack aircraft. The Su is being proposed for export, however so far it received no production orders. This aircraft has 10 underwing and underfusealage hardpoints for a wide range of weapons, including air-to-air, air-to-surface, anti-ship and anti-radiation missiles, guided or free fall bombs. The Su normally carries 4 kg of weapons, however maximum capacity is 8 kg. Emphasis is placed on long-range standoff weapons. Unusual feature of the Su is that it has a rearward facing radar and can launch air-to-air missiles at pursuing enemy aircraft. Cockpit and some other crucial components and systems are armored. Aircraft is fitted with comprehensive electronic counter measures equipment. It has a maximum range of around 2 - 2 km depending on the weapon load. The Su can also carry electronic warfare or reconnaissance pods. This aircraft is also being proposed for the Russian Air Force to serve in the heavy interceptor, reconnaissance, and electronic warfare roles. The various different attack, reconnaissance and defense suppression versions of this aircraft have played major roles during recent military operations. Development of the Tornado by the UK, West Germany and Italy begun in , with the first flight by a prototype in and service deliveries beginning in Nearly 1 of these aircraft were built, until production ceased in It is currently in service with all three nations that developed it. Saudi Arabia was the only export customer. It operates 82 surviving aircraft. The Tornado IDS aircraft are being constantly upgraded in order to keep them operational. Various new systems and new weapons are being added. The also have specialized missions that comprise maritime attack, air defense suppression and reconnaissance. This aircraft can carry up to 9 kg of ordnance, including air-launched cruise missiles, air-to-ground missiles, anti-tank guided missiles, free-fall and laser-guided bombs, anti-ship and anti-radiation missiles. Typical combat range is claimed to be 1 km. It basically similar to the single-seater and possesses identical equipment and virtually identical combat

capability. This attack aircraft is in service with the US Navy. It has been exported to Australia. This two-seat aircraft can be also used for pilot training. This aircraft can carry over 7 kg of ordnance. It is armed with various air-to-ground, air-to-air, anti-ship and anti-radiation missiles. It can also carry laser-guided, nuclear and free fall bombs. It can be also fitted with unoperated rocket pods. It has a maximum range of 2 km. Typical range of interdiction missions is around 1 km. With its variable geometry swing wing and side-by-side cockpit, the Su is inevitably compared with the US General Dynamics F The aircraft was never intended or used as a strategic bomber, however, a fact obscured by such comparisons. The aircraft made its first flight in It entered frontline service in The original Su was never as capable as Western attack aircraft. Also its avionics was backward and unreliable. Its improved version, the SuM was a much better aircraft. It was adopted in The overall production total is probably between - 1 aircraft, including variants until production ceased in It has been exported to a number of countries. This attack aircraft saw combat during the Soviet War in Afghanistan and some other military conflicts. Upgrade programmes continue for surviving Russian Sus to extend their service lives. This aircraft can carry up to 8 kg of ordnance. It is armed with various air-to-ground, anti-ship and anti-radiation missiles. It can also carry laser-guided and free fall bombs. Furthermore the Su was designed to carry free-fall nuclear bombs. It has a range of around 1 - 2 km depending on the weapon load. While optimized as a supersonic bomber the Su aircraft was also intended to have a secondary reconnaissance role. The SuMR is a dedicated tactical reconnaissance version. The SuMP is a dedicated electronic warfare aircraft. It has been in development since the mids to meet a requirement from the Chinese air force and naval aviation for an all-weather interdictor. Although the prototype reportedly first flew in , the programme was troubled by technical problems through-out the s. As of a total of of these aircraft were produced. This attack aircraft features a wide range of indigenously-developed systems and equipment. Its engines are license-manufactured Rolls-Royce Spey turbofans. The JH-7 can carry 9 kg of weapon, including anti-ship missiles, anti-radiation missiles and air-to-air missiles. It can also carry various bombs, including laser- and satelite-guided. Performance of the JH-7 approaches that of the Tornado IDS , albeit with a reduced payload, but with a longer unrefueled range. Range is around 2 km, depending on the weapon load and external fuel. This tactical bomber made its first flight in A total of 86 Mirage D and 77 Mirage N were produced. The Mirage D is a long-range attack aircraft, while the Mirage N is a dedicated nuclear attack version. It carries a single or kT yield standoff missile. The D carries a nuclear missile on a centerline pylon.

## 2: Aviation in World War I - Wikipedia

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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.

## 3: World War 1 Aircraft ()

*The Worlds Greatest Aircraft. Pure quality Passenger cabin shots showing seat arrangements as well as cargo aircraft interior Cargo Aircraft Pictures of great.*

At the meeting of the Institute of International Law in Madrid, legislation was proposed to limit the use of airplanes to reconnaissance missions and banning them from being used as platforms for weapons. Many senior officers, in particular, remained sceptical. However the initial campaigns of proved that cavalry could no longer provide the reconnaissance expected by their generals, in the face of the greatly increased firepower of twentieth century armies, and it was quickly realised that aircraft could at least locate the enemy, even if early air reconnaissance was hampered by the newness of the techniques involved. Early skepticism and low expectations quickly turned to unrealistic demands beyond the capabilities of the primitive aircraft available. On 22 August , British Captain L. Charlton and Lieutenant V. The British High Command took note of the report and started to withdraw toward Mons, saving the lives of , soldiers. Later, during the First Battle of the Marne , observation aircraft discovered weak points and exposed flanks in the German lines, allowing the allies to take advantage of them. Out of a paper strength of about aircraft belonging to the army in August only or so were of any use. The initial British contribution to the total allied airwar effort in August of about aircraft was three squadrons with about 30 serviceable machines. The initial "war of movement" largely ceased, and the front became static. Three main functions of short range reconnaissance squadrons had emerged by March The first was photographic reconnaissance: The first air cameras used glass plates. Kodak cellulose film had been invented, but did not at this stage have sufficient resolution. Radio telephony was not yet practical from an aircraft, so communication was a problem. By March , a two-seater on "artillery observation" duties was typically equipped with a primitive radio transmitter transmitting using Morse code , but had no receiver. The artillery battery signalled to the aircraft by laying strips of white cloth on the ground in prearranged patterns. Observation duties were shared with the tethered balloons , which could communicate directly with their batteries by field telephone, but were far less flexible in locating targets and reporting the fall of shot. The technology of the period did not permit radio contact, while methods of signalling were necessarily crude, including dropping messages from the aircraft. Soldiers were initially reluctant to reveal their positions to aircraft, as they the soldiers found distinguishing between friend and foe problematic. Reconnaissance flying, like all kinds, was a hazardous business. In April , the worst month for the entire war for the RFC, the average life expectancy of a British pilot on the Western Front was 69 flying hours. Nonetheless the beginnings of strategic and tactical bombing date from the earliest days of the war. The dawn of air combat[ edit ] As Dickson had predicted, initially air combat was extremely rare, and definitely subordinate to reconnaissance. There are even stories of the crew of rival reconnaissance aircraft exchanging nothing more belligerent than smiles and waves. Both planes crashed as the result of the attack killing all occupants. Eventually pilots began firing handheld firearms at enemy aircraft, [10] however pistols were too inaccurate and the single shot rifles too unlikely to score a hit. On October 5, , French pilot Louis Quenault opened fire on a German aircraft with a machine gun for the first time and the era of air combat was under way as more and more aircraft were fitted with machine guns. Evolution of fighter aircraft[ edit ] Early attempt on a French Morane-Saulnier L to mount a forward-firing gun The pusher solution[ edit ] As early as , designers at the British firm Vickers were experimenting with machine gun carrying aircraft. This pioneering fighter , like the Royal Aircraft Factory F. These had the engine and propeller behind the pilot, facing backward, rather than at the front of the aircraft, as in a tractor configuration design. This provided an optimal machine gun position, from which the gun could be fired directly forward without an obstructing propeller, and reloaded and cleared in flight. An important drawback was that pusher designs tended to have an inferior performance to tractor types with the same engine power because of the extra drag created by the struts and rigging necessary to carry the tail unit. They were simply too slow to catch their quarry. Machine gun synchronisation[ edit ] Main article: Pulling the green handle drops the red cam follower onto the propeller shaft cam wheel. Twice during each rotation of the propeller the cam lifts the follower which depresses the

blue rod against the spring, connecting the yellow trigger plate to the purple firing button allowing a round to be fired. The forward firing gun of a pusher "gun carrier" provided some offensive capability – the mounting of a machine gun firing to the rear from a two-seater tractor aircraft gave defensive capability. There was an obvious need for some means to fire a machine gun forward from a tractor aircraft, especially from one of the small, light, "scout" aircraft, adapted from pre-war racers, that were to perform most air combat duties for the rest of the war. It would seem most natural to place the gun between the pilot and the propeller, firing in the direct line of flight, so that the gun could be aimed by "aiming the aircraft". It was also important that the breech of the weapon be readily accessible to the pilot, so that he could clear the jams and stoppages to which early machine guns were prone. However, this presented an obvious problem: Early experiments with synchronised machine guns had been carried out in several countries before the war. Franz Schneider, then working for Nieuport in France but later working for L. An early Russian gear was designed by a Lieutenant Poplavko: All these early experiments failed to attract official attention, partly due to official inertia and partly due to the terrifying results of failures of these early synchronising gears, which included dangerously ricocheting bullets as well as disintegrating propellers. In an open bolt firing cycle, it is impossible to predict the exact time any given round will fire, a problematic characteristic in a weapon one is attempting to fire between the spinning blades of a propeller. Photographs of fuselage-mounted Lewis guns aimed directly ahead on RNAS aircraft, and looking as if they "should" be synchronised – as with some of their Bristol Scouts – were probably in fact free firing, hardly a satisfactory solution. The Maxim guns used by both the Allies as the Vickers and Germany as the Parabellum MG 14 and Spandau IMG 08 had a closed bolt firing cycle that started with a bullet already in the breech and the breech closed, so the firing of the bullet was the next step in the cycle. This meant that the exact instant the round would be fired could be predicted, making these weapons considerably easier to synchronise. The standard French light machine gun, the Hotchkiss, was also most unamenable to synchronisation due to rounds "hanging fire". The Morane-Saulnier company designed a "safety backup" in the form of "deflector blades" metal wedges, complete with metal tiebars extending outwards from the propeller hub for bracing, fitted to the rear surfaces of a propeller at the radial point where they would be struck by a bullet. He managed to score several kills, although it proved to be an inadequate and dangerous solution. Crude as these little monoplanes were, they produced a period of German air superiority, known as the "Fokker Scourge" by the Allies. The psychological effect exceeded the material – the Allies had up to now been more or less unchallenged in the air, and the vulnerability of their older reconnaissance aircraft, especially the British B. Another method used at this time to fire a machine gun forward from a tractor design was to mount the gun to fire above the propeller arc. This required the gun to be mounted on the top wing of biplanes and be mounted on complicated drag-inducing structures in monoplanes. Reaching the gun so that drums or belts could be changed, or jams cleared, presented problems even when the gun could be mounted relatively close to the pilot. Eventually the excellent Foster mounting became more or less the standard way of mounting a Lewis gun in this position in the R. The earliest versions of the Bristol Scout to see aerial combat duty in, the Scout C, had Lewis gun mounts in RNAS service that sometimes were elevated above the propeller arc, and sometimes in an apparently reckless manner firing directly through the propeller arc without synchronisation. On 25 July Captain Hawker flew his Scout C, bearing RFC serial number against several two-seat German observation aircraft of the Fliegertruppe, and managed to defeat three of them in aerial engagements to earn the first Victoria Cross awarded to a British fighter pilot, while engaged against enemy fixed-wing aircraft. The Fokker Scourge[ edit ] Main article: The first purpose-designed fighter aircraft included the British Vickers F. Initially the German Air Service lagged behind the Allies in this respect, but this was soon to change dramatically. In July the Fokker E. I, the first aircraft to enter service with a "synchronisation gear" which enabled a machine gun to fire through the arc of the propeller without striking its blades, became operational. This gave an important advantage over other contemporary fighter aircraft. This aircraft and its immediate successors, collectively known as the Eindecker German for "monoplane" – for the first time supplied an effective equivalent to Allied fighters. Two German military aviators, Leutnants Otto Parschau and Kurt Wintgens, worked for the Fokker firm during the spring of, demonstrating the revolutionary feature of the forward-firing synchronised machine gun to the embryonic force of Fliegertruppe

pilots of the German Empire. In particular the defencelessness of Allied reconnaissance types was exposed. The first German "ace" pilots, notably Max Immelmann, had begun their careers. The number of actual Allied casualties involved was for various reasons very small compared with the intensive air fighting of the war. The deployment of the Eindeckers was less than overwhelming: The Eindecker was also, in spite of its advanced armament, by no means an outstanding aircraft, being closely based on the pre-war Morane-Saulnier H, although it did feature a steel tubing fuselage framework a characteristic of all Fokker wartime aircraft designs instead of the wooden fuselage components of the French aircraft. Nonetheless, the impact on morale of the fact that the Germans were effectively fighting back in the air created a major scandal in the British parliament and press. The ascendancy of the Eindecker also contributed to the surprise the Germans were able to achieve at the start of the Battle of Verdun because the French reconnaissance aircraft failed to provide their usual cover of the German positions. Fortunately for the Allies, two new British fighters that were a match for the Fokker, the two-seat F. These were both pushers, and could fire forwards without gun synchronisation. On the French front, the tiny Nieuport 11, a tractor biplane with a forward firing gun mounted on the top wing outside the arc of the propeller, also proved more than a match for the German fighter when it entered service in January. With these new types the Allies re-established air superiority in time for the Battle of the Somme, and the "Fokker Scourge" was over. III, Airco DH-2 and Nieuport 11 were the very first in a long line of single seat fighter aircraft used by both sides during the war. Very quickly it became clear the primary role of fighters would be attacking enemy two-seaters, which were becoming increasingly important as sources of reconnaissance and artillery observation, while also escorting and defending friendly two-seaters from enemy fighters. Fighters were also used to attack enemy observation balloons, strafe enemy ground targets, and defend friendly airspace from enemy bombers. However, the first practical all-metal aircraft was produced by Hugo Junkers, who also used a cantilever wing structure with a metal covering. The first flight tests of the initial flight demonstrator of this technology, the Junkers J 1 monoplane, took place at the end of heralding the future of aircraft structural design. Verdun and the Somme[ edit ] Main articles: When the battle of Verdun began on 21 February, air superiority initially enabled the Germans to establish a blockade *Luftsperr* on the French air squadrons. However the French were already arming their specialist fighter squadrons, the *Escadrilles de chasse*, with the Nieuport 11, and with a new offensive strategy they quickly overcame the *Luftsperr*, establishing air superiority over the battle by April. In the short term, creating new units was easier than producing aircraft to equip them, and training pilots to man them. Even more seriously, replacement pilots were being sent to France with pitifully few flying hours. Nonetheless, air superiority and an "offensive" strategy facilitated the greatly increased involvement of the RFC in the battle itself, in what was known at the time as "trench strafing" or in modern terms, close support. For the rest of the war, this became a regular routine, with both attacking and defending infantry in a land battle being constantly liable to attack by machine guns and light bombs from the air. At this time, counter fire from the ground was far less effective than it became later, when the necessary techniques of deflection shooting had been mastered. The first step towards specialist fighter-only aviation units within the German military was the establishment of the so-called *Kampfeinsitzer Kommando* single-seat battle unit, abbreviated as "KEK" formations by Inspektor-Major Friedrich Stempel in February. These were based around Eindeckers and other new fighter designs emerging, like the Pfalz E-series monoplanes, that were being detached from their former *Feldflieger Abteilung* units during the winter of 1916 and brought together in pairs and quartets at particularly strategic locations, as "KEK" units were formed at Habsheim, Vaux, Avillers, Jametz, and Cunel, as well as other strategic locations along the Western Front to act as *Luftwacht* aerial guard force units, consisting only of fighters. By April, the air superiority established by the Eindecker pilots and maintained by their use within the KEK formations had long evaporated as the Halberstadt D. The small numbers of questionably built Fokker D. Is were well on the way to establishing the German air superiority marking the first half of

### 4: Top 10 Fighter Aircraft | [www.enganchecubano.com](http://www.enganchecubano.com)

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Excavators inside a C-5 Derivatives of non-cargo aircraft[ edit ] Many types can be converted from airliner to freighter by installing a main deck cargo door with its control systems; upgrading floor beams for cargo loads and replacing passenger equipment and furnishings with new linings, ceilings, lighting, floors, drains and smoke detectors. Specialized engineering teams rival Airbus and Boeing , giving the aircraft another years of life. Converted cargo aircraft use older technology; their direct operating costs are higher than what might be achieved with current technology. Since they have not been designed specifically for air cargo, loading and unloading is not optimized; the aircraft may be pressurized more than necessary, and there may be unnecessary apparatus for passenger safety. Dedicated civilian cargo aircraft[ edit ] A dedicated commercial air freighter is an airplane which has been designed from the beginning as a freighter, with no restrictions caused by either passenger or military requirements. Over the years, there has been a dispute concerning the cost effectiveness of such an airplane, with some cargo carriers stating that they could consistently earn a profit if they had such an aircraft. At comparable payloads, dedicated cargo aircraft was said to provide a 20 percent reduction in trip cost and a 15 percent decrease in aircraft price compared to other cargo aircraft. These findings, however, are extremely sensitive to assumptions about fuel and labor costs and, most particularly, to growth in demand for air cargo services. Further, it ignores the competitive situation brought about by the lower capital costs of future derivative air cargo aircraft. The main advantage of the dedicated air freighter is that it can be designed specifically for air freight demand, providing the type of loading and unloading, flooring, fuselage configuration, and pressurization which are optimized for its mission. Such a high overhead raises the price of the airplane and its direct operating cost because of depreciation and insurance costs and increases the financial risks to investors, especially since it would be competing with derivatives which have much smaller development costs per unit and which themselves have incorporated some of the cost-reducing technology. Joint civil-military cargo aircraft[ edit ] One benefit of a combined development is that the development costs would be shared by the civil and military sectors, and the number of airplanes required by the military could be decreased by the number of civil reserve airplanes purchased by air carriers and available to the military in case of emergency. There are some possible drawbacks, as the restrictions executed by joint development, the punishments that would be suffered by both civil and military airplanes, and the difficulty in discovering an organizational structure that authorizes their compromise. Some features appropriate to a military aircraft would have to be rejected, because they are not suitable for a civil freighter. Moreover, each airplane would have to carry some weight which it would not carry if it were independently designed. This additional weight lessens the payload and the profitability of the commercial version. This could either be compensated by a transfer payment at acquisition, or an operating penalty compensation payment. Most important, it is not clear that there will be an adequate market for the civil version or that it will be cost competitive with derivatives of passenger aircraft. Unmanned cargo aircraft[ edit ] Rapid delivery demand and e-commerce growth stimulate UAV freighters development for Carpinteria, California -startup Dorsal Aircraft wants to make light standard ISO containers part of its unmanned freighter structure where the wing, engines and tail are attached to a dorsal spine fuselage. Freighter aircraft normally have strengthened cabin floors and the inclusion of a broad top-hinged door on the port fuselage in addition to an absence of passenger cabin windows which are "plugged. The bulged top deck housing the cockpit was originally designed to allow an unobstructed main deck, and to keep cargo from crushing the pilots in the case of an accident. The interior size of the fuselage is matched to the size of a standard shipping container , stacked two high and two wide.

## 5: List of large aircraft - Wikipedia

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Contact Author Before we venture to the stars, we must first fly above the treetops. The author has always been fascinated with airplanes. Of course, many airplanes can travel much faster. But this story is about the history of all aircraft. Produced and then flown by Wilbur and Orville Wright on December 17, , their gossamer-winged aircraft made possible the first controllable and sustainable, heavier-than-air human flight. In order to accomplish such a feat, the Wright Brothers essentially built the whole contraption from scratch, other than the light-weight, fuel-injected engine, which was built by Charlie Taylor. This accomplishment is still astonishing, though, since the time was right, somebody else would have built it soon enough. Introduced in , this tough, versatile, reliable, propeller-driven airplane was one of the first used in transcontinental flights across the US. Because the plane can be landed just about anywhere, many countries throughout the world still use DC-3s for freight transport, aerial spraying and commercial air traffic. Other aircraft could travel as fast for short periods, but the SR could fly at top speed for an hour until its fuel ran out. Considered by many purists to be the finest aircraft ever made, the Blackbird was one of the first airplanes to utilize stealth technology; for instance, the cross-section of the airframe was minimized to reduce radar exposure and the whole body was painted a very dark blue. The SR carried no armament, just cameras and sensors, used for spying and, on occasion, scientific purposes. Used by Germany during WWII, this formidable aircraft carried four 30 mm cannon, as well as rockets and bombs, giving it enough pop to down Bs, Ps and anything else the allied forces threw against it. Capable of speeds of over mph, the Swallow was faster than anything flying by about mph. Unfortunately for Germany, its use came too late in the war to turn the tide. B Stratofortress B Since it first went into service in , the B has been one of the most reliable and versatile strategic long-range bombers in the US arsenal, fighting in numerous wars and conflicts from one century into the next. Designed to carry conventional as well as nuclear weapons, the aircraft uses eight turbojet engines, can carry monstrous payloads, and has a range of over 12, miles. Over the years, the B has had numerous retrofits, including a deployment capability for cruise missiles and drones, which has extended its usefulness into the twenty-first century. Even supersonic bombers such as the B-1 have not replaced this mainstay. It may never be retired! However, one Nighthawk was shot down in the Kosovo War in , the enemy using particularly long-wavelength radar to spot it. This stealth fighter was retired from service in , superseded by more advanced stealth fighters such as the F Utilizing its great versatility, Ps helped the allied forces dominate the air during , setting the stage for the defeat of Nazi Germany. The P was also widely used during the Korean War, even after jet fighters such as the F came on the scene. These days, Ps can still be seen in air shows and races, and many countries throughout the world use Ps for civilian applications. Many different versions of the airplane were created, highlighting differences in armament, power train or structural characteristics. Interestingly, more MEs were produced " nearly 34, " than any other fighter in history! This long, sleek craft was designed to fly to the threshold of space, some 50 to 70 miles in altitude, technically making the pilots astronauts. To attain such heights, the aircraft was launched from the underside of a B, and then it fired its rocket, accelerating the craft to Mach 6. The X flew almost flights, and the data obtained helped the American space program. Neil Armstrong, the first man on the moon, flew the X numerous times. The Concorde could cruise at Mach 2, or over 1, mph, and could fly nonstop from London to New York, giving it the longest range of any supersonic aircraft. The Concorde continued flying for 27 more years. But various problems ended its career. The Concorde flew for the final time in November B-2 Spirit Stealth Bomber B-2 Stealth Bomber Also known as the flying wing and first projected during the Carter administration in the s, this long-range strategic bomber is the obvious successor to the great B The B-2 can fly at just under Mach one and carry 40, pounds of ordinance, conventional or thermonuclear weapons, and can fly for over 6, miles before refueling. Military officials think the B-2 will remain useful until at least As for performance, only the

F Raptor compares to it, or so the reports say. Of course, this very costly aircraft has its share of critics. A four-engine, turbo-prop plane with a cargo ramp in back, the C Hercules has some 40 different variants and may be the most versatile aircraft ever built, having usage for troop transport, medevac, cargo transport, airborne assault, military training, search and rescue, firefighting, aerial refueling and maritime patrol. Used primarily by the United States Air Force, although greatly used by many foreign air forces, the C was designed to be adequate for the needs of modern warfare. Its usage will probably continue until at least the s.

## 6: 13 Best Airplanes of All Time | Owlcation

*Designed to raise the bar on reliability, nearly 1, Challenger Series jets are in operation around the world today. In total, this family of aircraft has flown in excess of million flight hours and has made million landings.*

Airplanes play a major role in military operations and in airlifting of cargos and humans to distant places around the world in very less time. With bigger size of aircrafts, it is possible to carry more passengers and more cargos. The aircrafts listed here are so huge that the airports were to be renovated so as to accommodate them. So, Here we present the list of top 10 largest airplanes in the world , all of them being used for commercial purposes.

**Airbus A380** This aircraft developed and produced by the European aerospace company Airbus is a long-range, wide body commercial passenger jet airliner. The plane has four high-bypass turbofan engines and three-bogie main landing gears as distinctive features. It has a range of up to 9, nautical miles helps in long non-stop route operations. This aircraft can seat up to passengers. Lufthansa and Air France are the biggest operators of this model.

**Airbus A350-900** It is a long-range, twin engine wide body jet airliner developed by European manufacturer Airbus. As the member of A350 family of aircrafts, this airplane offers comfort for passengers and optimum revenue potential and operating efficient to the operators. It accommodates passengers in a standard three-class arrangement.

**Boeing 747-8** Boeing Commercial Airplanes have developed and manufactured this long-range wide-body twin engine jet airliner. There are four turboprop engines each driving a couple of contra-rotating propellers. Currently, this airplane has seen widespread use in several military and humanitarian airlift operations. Presently it is being operated by Antonov airlines and Volga-Dnepr Airlines.

**Airbus A330-300** This is a long-range, wide-body, four-engine commercial passenger jet airliner produced by the European Aerospace company Airbus in It has a range of 7, nautical miles and is powered by four Rolls-Royce Trent engines. It has a fuel-saving Aerodynamic design with weight saving composite structures. The plane offers the operators unparalleled space, comfort with a seating capacity of passengers in the typical three-class arrangement and about in high density seating.

**Boeing 777-300ER** This wide body, commercial jetliner often recognised by the distinctive upper deck along the forward part of the aircraft. It is the most common passenger version of Boeing 777 This aircraft has a high-subsonic cruise speed of Mach 0.85. It can accommodate passengers in a standard three-class layout and about passengers in a high-density one-class arrangement.

**British Airways 747-400** are the largest operators of this model.

**Boeing 787-9** It is a wide-body commercial jet airliner developed and produced by Boeing Commercial Airplanes. It has lengthened fuselage, redesigned wings than the predecessors of family. It has a passenger capacity of in a three class arrangement. It has a range of about Nautical miles and a cruising speed of Mach 0.85. It is the largest commercial aircraft built in the United States. It has a design range of 8, nautical miles and a cruising speed of knots at cruising altitude. It is the heaviest aircraft ever by with a maximum take-off weight of tonnes. This mighty plane is powered by six turbofan engines. It has a quite shorter range at 2, nautical miles and a lower maximum cruise speed at knots when compared to an average Turbofan-Powered wide body Commercial Cargo Plane. It has the largest wingspan of any plane in operational service. It holds the absolute world record for an airlifted total cargo of , kg.

**The Airliner 10** Now The Airliner 10 becomes the largest aircraft in the world. It is feet 92 meters long and larger then Superjumbo the Airbus A380. The Airliner 10 made its first flight on Aug. All of them are as big as a football field and have vast wing spans. There are also few mighty planes in military service that which are of astonishing sizes. Leave a Reply Your email address will not be published.

### 7: "The Worlds Greatest Aircraft" | Photo Album by mencole | [www.enganchecubano.com](http://www.enganchecubano.com)

*Often we receive many questions 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.*

Top 10 Incredibly Advanced Fighter Jets in 19 May Top 10 Incredibly Advanced Fighter Jets in There are many fighter jets brands that powerful countries has produced but many people still wonder which is the fastest and powerful one. Here are the top 10 fastest Jets for F Fighting Falcon F-is one of the most popular aircraft in the world. Thanks to its combat proven advanced capabilities. The aircraft was at first designed to perform the air superiority missions of the US Air Force. Later on, with the incorporation of latest technologies, F evolved into a multirole fighter jet. F15 Eagle This jet has the potential to fly at altitudes of 10, meters with a maximum speed of mph. It was designed in by McDonnell Douglas. It has a robust control system which makes it very powerful. It has great importance because it was made in the replacement of 37 Viggen and Saab 35 Draken in Air Force of Sweden. Saab JAS 39 Gripen has made its first flight in But introduced before the world in because of its excellent performance it is called as the symbol of excellence. Saab JAS 39 Gripen. Mig 35 is the ultimate evolution of the MiG 27 Fulcrum series. This aircraft has advanced avionics and weapon systems which make it one of the best modern day aircraft. J Chengdu J is Chinese multirole fighter jet that is capable of all weather operations. This is also light in weight and also configured with canard design and delta wing. Sukhoi Su Sukhoi Su is the Russian answer to the modern day air force needs. It is a heavy duty, long range, multi role, single seat fighter. The aircraft has been designed and developed by taking inspiration from the Su, which is an air superiority fighter. The aircraft shows the advanced weapon systems that France is capable of developing. Dassault Rafale is a very versatile aircraft. It can carry out air domination, ground attack, intelligence and nuclear deterrent missions according to the requirements of the battlefield. F Lightning II The Lightning II is a single-seat, single-engine fighter aircraft designed for many missions with advanced, integrated sensors built into every aircraft. Missions that were traditionally performed by small numbers of specialized aircraft, such as intelligence, surveillance and reconnaissance and electronic attack missions can now be executed by a squadron of Fs, bringing new capabilities to many allied forces. F 35 Lightning II 2. Eurofighter Typhoon Eurofighter Typhoon is a result of the largest multinational collaborative military effort of European Countries. It is a fifth generation aircraft having modern sensors and avionics. It is super stealthy and is virtually invisible to radar. F is extremely advanced twin-engine aircraft having super maneuverability.

### 8: Cargo aircraft - Wikipedia

*Which is the greatest modern attack aircraft and why. Our Top 10 analysis is based on the combined score of armament, range, speed, technology, and some other factors. All of these aircraft mentioned here are incredibly powerful and devastating.*

### 9: Top 10 Largest Passenger Aircraft In The World | Aviation Blog

*1 Boeing The is the best best plane I've ever taken, especially the er. Best high tech plane in the world. Used and trusted by the almost all the big guns in commercial aviation.*

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