



Altus Kc 135 And C 17 Air Refueling Study Guide

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A red circular graphic with a gradient, appearing as a partial circle or a stylized arrow pointing to the right, located to the right of the author's name.

Altus Kc 135 And C 17 Air Refueling Study Guide:

Altus Air Force Base (A.F.B.), Proposed Airfield Repairs, Improvements, and Adjustments to Aircrew Training, 2001 **Air Force Magazine**, 1992-07 **Air Force and Space Digest**, 1996 *PMS 110, Professional Foundations*, 1984 *System Study of the KC-135 Aerial Refueling System* Terry G. Campbell (CAPT, USAF.), 1989 *Fueling the Fight* Hiram C. Williamson, 2018 The KC 135 has been the backbone of the US Air Force's aerial refueling tanker fleet since 1957 and is projected to serve until the 2040s. The idea of fuel conservation was not at the forefront in its design process when the main concern was refueling strategic bombers that served as nuclear deterrents during the Cold War. The same idea under the scope of fiscal responsibility has come into sharper focus since that time. New technologies and operating procedures coupled with the KC 135's projected longevity warrant an examination of how it is currently employed with a goal of seeking more efficient and cost-effective methods of operation. The research for this project used a problem solution framework with adaptations from the quantitative analysis framework to investigate inefficiencies in KC 135 flying operations. It examined cost factors and employment methods specifically with a focus on time spent conducting various operations such as taxiing and flying at specified air refueling airspeeds. The employment steps and fuel usage during those times were scrutinized for any opportunity to find efficiencies that could be amplified through an economy of scale for the entire fleet. The findings showed potential for fuel savings. However, in the case of individual sorties, these savings were generally miniscule. For instance, 437lb of fuel saved by flying maximum endurance airspeed for a 15 minute rendezvous orbit versus the standard speed specified in the flight manual. It would only be by the adoption of new procedures throughout the KC 135 fleet that any significant fuel savings would be accrued. In conclusion, any advantages would be realized by a minimal cost of implementing changes in procedures coupled with the effect gained by fleet-wide adoption of those procedures causing even small savings to compound into meaningful values.

Abstract **Comparative Study of KC-135 Operations in Vietnam, Desert Storm, and Allied Force - Historical Perspective on the Development of Air Refueling, Tanker Issues** U. S. Air Force (USAF), U. S. Government, 2018-01-08 This paper examines the operational employment of the KC 135 in three major conflicts. Air refueling is central not only to the tactical operations of a campaign but the strategic goal of supporting two near simultaneous wars. The efficient management of the tanker fleet is required to ensure the nation's ability to achieve that goal. Examining the three major combat operations the KC 135 has participated in provides some insight into the issues and potential solutions faced by previous commanders and planners. Learning those lessons may benefit future commanders. An overall review of the development of air refueling in the United States reveals the influences that shaped the issues still surrounding the tanker force today. Justified under strategic support to the Single Integrated Operational Plan, the strategic implications of air refueling have put the KC 135 commanders at odds with the tactical commanders conducting the three air campaigns to one degree or another. An historical review of these three diverse air campaigns shows similarities in basing

problems the impact of weather crew to aircraft ratios and distance and air space limitations It also reveals some differences in organizational design supervision at the headquarters and approaches to planning In each case there was an initial effort to plan tankers against specific missions In the earlier two conflicts the planners adjusted this approach to treat the fuel available and required in the aggregate Finally very little information is collected to critically evaluate the efficiency of a tanker force and the paper recommends some alternatives

I INTRODUCTION General Issue Problem Statement Research Objectives Research Questions Research Limitations Methodology Implications

II LITERATURE REVIEW Historical Perspective on the Development of Air Refueling Overview of KC 135 Operations in Vietnam Tanker Organization in the Vietnam War Vietnam Basing Issues Vietnam Air Refueling Policies and Restrictions Vietnam Planning Factors Track and Distance Information Overview of KC 135 Operations in Desert Storm KC 135 Basing Issues during Desert Shield Desert Storm The Organizational Structure for Desert Shield Storm Desert Shield Storm Planning Factors Airspace and Air Refueling Tracks Overview of KC 135 Operations in Allied Force The Impact of Weather on Operations KC 135 Organizational Structure for Allied Force Planning Factors Air Refueling Tracks and Distances

III ORGANIZATION OF THE TANKER OPERATIONS

IV SUPERVISION OF TANKER OPERATIONS

V THE PLANNING PROCESS

VI CONCLUSION

Range Unlimited Bill Holder, William G. Holder, 2000 Range Unlimited covers the developmental history of aerial refueling including the United States and other countries as well as modern advancements and technologies Also covered are the current aerial refueling model types and configurations used in the world today as well as a look at what refueling techniques may be applied in the 21st century and beyond

Dynamic Characteristics of the KC-135 Air Refueling System Scott E. Parks (CAPT, USAF.), 1980 *The Indispensables*, 1982*

The Air Force KC-46A Aerial Refueling Tanker Julia D. Gibson, Jeremiah Gertler, 2013 *Summary Analysis of the Material Condition of the KC-135 Aerial Refueling Fleet* Peter J. Francis, W. Brent Boning, Center for Naval Analyses, 2004 *Air Force KC-46A Aerial Refueling Tanker* Julia D. Gibson, 2013

On 24 February 2011 the Department of Defense DOD announced the Boeing Company as the winner of a competition to build 179 new KC 46A aerial refuelling tankers for the Air Force a contract valued at roughly 35 billion Prior to the announcement the program had been known as KC X This book examines the KC 46A acquisition program which is a subject of intense interest because of the dollar value of the contract the number of jobs it would create the importance of tanker aircraft to U S military operations and because DOD s previous attempts to acquire a new tanker since 2001 had ultimately failed

Investigation of Aerodynamic Alterations for Improving the KC-135 Boom Performance During Aerial Refueling Debra A. Nawrocki, 1995

OPERATIONAL TEST AND EVALUATION AIR REFUELING F-100 D/F WITH KC-135, 1962 Air to air refueling with the F 100 D F aircraft from a KC 135 tanker without the use of afterburner had not previously been explored with 335 gallon drop tanks The 31st Tactical Fighter Wing and the 407th Refueling Squadron from Homestead AFB Fla were tasked to fly 16 tactical fighter sorties and 4 tanker sorties respectively to gather data in order to

determine the optimum altitude for refueling without the use of afterburners KC-46 Tanker Aircraft Michael J. Sullivan, 2015-05-20 Aerial refueling when aircraft refuel while airborne allows the U S military to fly farther stay airborne longer and transport more weapons equipment and supplies Yet the mainstay of the U S tanker forces the KC 135 Stratotanker is over 50 years old It is increasingly costly to support and its age related problems could potentially ground the fleet As a result the Air Force initiated the 49 billion KC 46 program to replace the aerial refueling fleet with plans to produce 18 tankers by 2017 and 179 aircraft in total This report addresses progress made in 2014 towards 1 achieving cost and performance goals 2 meeting schedule targets and 3 gathering manufacturing knowledge prior to the low rate production decision Tables and figures This is a print on demand report **Tanker Force Structure** Juan C. Narvid, 2004 Aerial refueling is key to the nation s global reach in response to operations in all parts of the world As such aerial refueling provides the bridge for air joint and coalition forces to deploy anywhere anytime around the world It is important in this era of transformation that the tanker force and doctrine of aerial refueling also meet the challenges of the Air Force s task force concept of operations CONOPS The KC 135 aircraft has been an outstanding platform for aerial refueling and through some enhancements it has been able to leverage some of its capabilities in airlift and communication However the Air Force has the opportunity with its next class of tankers to field a tanker with capabilities that can serve all the services in the more demanding joint and coalition warfare of the future The author challenges air mobility warriors to develop a tanker force structure that overcomes the thinking of old to launch new concepts and capabilities for the future He argues that the future of warfare will require a tanker that is able to operate as a force enabler across the full spectrum of operations The Boeing 767 is being considered as a replacement for the older KC 135s which the author agrees with However he argues it will not fit the bill when it comes to meeting the challenges of the future instead a tanker designed from the ground up should recapitalize the KC 135 fleet The tanker of the future cannot resemble the single role tanker of the past The author outlines a conceptual tanker that combines airlift and aerial refueling capabilities is able to survive in a combat environment and is able to act as a platform to enhance network centric warfare He also examines the chronology of the tanker and the role it has played throughout military history Defense Science Board Task Force Report on Aerial Refueling Requirements ,2004 The report evaluates current aerial refueling capability and future DoD tanker fleet the corrosion and maintenance issues associated with it the studies pertaining to the KC 135 and several near term options that the DoD has with regard to recapitalizing the fleet **KC-135 Trouble Analysis Manual** United States. Air Force, **Improved Load Alleviation Capability for the KC-135** Adam L. Mortensen, 1997-09-01 The Air Force will greatly increase its use of Unmanned Aerial Vehicles UAVs in the next century and the latter part of this decade These UAVs will require refueling like their manned counterparts The KC 135 and the KC 10 are candidates to provide this refueling task The KC 10 is equipped with an automatic load alleviation system on its refueling boom which minimizes radial loads at the receiver of the aircraft being

refueled The KC 135 does not have such a system on its boom Because the boom operator relies on visual cues to tell him when the boom is bending to adjust the boom's ruddervators large loads may be imparted to receiver aircraft at the fuel receiver port While load alleviation is required for all aircraft in order to ensure that binding of the nozzle does not prevent disconnect load alleviation may also be important for the lightweight UAV in order to prevent unwanted disturbance to its flight control system A Controller was designed to control the longitudinal motion of the boom This controller can control the angle of the boom so no forces are imparted to the nozzle as the tanker moves from its nominal orientation The optimal controller design uses both feed forward and rate feedback to modulate the commanded torque signal sent to the ruddervators The results show that using an automatic controller promises to provide accurate control of the KC 135 refueling boom during refueling operations with minimal nozzle forces being imparted to the receiver aircraft

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