

General Airframe And Powerplant Test Study Guides

British Aerospace P.1216 In 1984 they assembled in a test rig at Shoeburyness a Harrier airframe created from the damaged remains of T. 1216 was a planned Advanced Short Take Off/Vertical Landing (ASTOVL) supersonic aircraft from the 1980s. 1 XV798 to assist in The British Aerospace (BAe) P. It was designed by the former Hawker design team at Kingston upon Thames, Surrey, England that created the Harrier family of aircraft. Mk. Mk. 2 XW264 and GR 35ba43e5f7

The Uragan (Hurricane) defense system was similar to the American Semi-Automatic Ground Environment (SAGE) system. Both systems used ground acquisition and tracking radar data that was fed into a computer control center that remotely guided the interceptor aircraft (or missiles) up to and including weapon... 35ba43e5f7 This same aircraft would later be used in the F-15 ACTIVE ("Advanced Control Technology for Integrated Vehicles") from... 35ba43e5f7

Heinkel He 177 Greif Nevertheless, it was the only long-range, heavy bomber to become operational with the Luftwaffe during the conflict. The He 177 had a payload/range capability similar to that of four-engined heavy bombers used by the Allies in the European theatre. through V3 prototype airframes were all equipped with two counterclockwise rotating DB 606 A powerplants, while the V4 prototype, and all later aircraft The Heinkel He 177 Greif (Griffin) was a long-range heavy bomber flown by the Luftwaffe during World War II. The introduction of the He 177 to combat operations was significantly delayed by problems both with the development of its engines and frequent changes to its intended role 35ba43e5f7

McDonnell Douglas F-15 STOL/MTD Developed as a technology demonstrator, the F-15 STOL/MTD carried out research for studying the effects of thrust vectoring and enhanced maneuverability. It was also used as the avionics testbed for the F-15E Strike Eagle program. The plane was on loan to NASA from the United States Air Force. in the F-22. During the 1990s the same F-15 airframe (USAF S/N 71-0290) was further modified (canards and nozzles were retained) for the ACTIVE ("Advanced The McDonnell Douglas F-15 STOL/MTD (Short Takeoff and Landing/Maneuver Technology Demonstrator) is a modified F-15 Eagle. 1 (USAF S/N 71-0290), the first two-seat F-15 Eagle built by McDonnell Douglas (out of 2 prototypes), the sixth F-15 off the assembly line, and was the oldest F-15 flying up to its retirement. The aircraft used for the project was pre-production TF-15A (F-15B) No 35ba43e5f7

The F118 is a non-afterburning variant of the F110 that powers the Northrop B-2 stealth bomber and Lockheed U-2S reconnaissance aircraft. 35ba43e5f7 The Type 188 was developed as part of supporting research efforts for the Avro 730, a later-cancelled bomber capable of Mach 3 flight. Its purpose was to explore high-speed, high-temperature flights; for the latter purpose, it made use of unconventional materials, such as large quantities of stainless steel, as well as the incorporation of an active refrigeration system. To work with this material, relatively exotic puddle welding fabrication techniques were employed along with extensive technical support from external companies... 35ba43e5f7

General Electric F110 The engine is also built by IHI Corporation in Japan, TUSAŞ Engine Industries (TEI) in Turkey, and Samsung Techwin in South Korea as part of licensing agreements. Force's AFE evaluation to choose the powerplant for future F-14s. The F101 DFE was eventually chosen by the Navy in 1984 and was designated F110-GE-400. The The General Electric F110 is an afterburning turbofan jet engine produced by GE Aerospace (formerly GE Aviation). It was derived from the General Electric F101 as an alternative engine to the Pratt & Whitney F100 for powering tactical fighter aircraft, with the F-16C Fighting Falcon and F-14A+/B Tomcat being the initial platforms; the F110 would eventually power new F-15 Eagle variants as well 35ba43e5f7

The P.1216 was planned to be powered by a plenum chamber burning (PCB) equipped vectored thrust engine. This used three swivelling engine nozzles rather than the four used in the Harrier. The project was most notable for its use of a twin boom layout in place of a single rear fuselage. 35ba43e5f7

Grumman Ag Cat Schweizer built 2628 under contract for Grumman between 1959 and 1979, including more than 400 G-164s, 1330 G-164As and 832 G-164Bs. 6A-16 powerplant. This initial flight test consisted The Grumman G-164 Ag Cat is a single-engined biplane agricultural aircraft, developed by Grumman in the 1950s. The aircraft had its maiden flight on May 27, 1957, with Grumman test pilot Hank Kurt at the controls. Also built under licence in Ethiopia 35ba43e5f7

Work on the design began in response to a 1936 requirement known as Bomber A, issued by the Reichsluftfahrtministerium (RLM) for a purely strategic bomber. Thus, the He 177 was intended originally to be capable of a sustained bombing campaign against Soviet manufacturing... 35ba43e5f7

Sikorsky S-72 The RSRA was a testbed for rotor and propulsion systems for high-speed. notable test performed with the RSRA was the use of the main and tail rotor load measurement system to determine the vertical drag of the airframe. In 1981 The Sikorsky S-72 was an experimental Sikorsky Aircraft compound helicopter developed as the Rotor Systems Research Aircraft (RSRA) for the National Aeronautics and Space Administration (NASA) and the United States Army 35ba43e5f7

Mikoyan-Gurevich I-7 The reworked airframe was quite different from the I-3, and was designated as the I-7. Like the Mikoyan-Gurevich I-3, the I-7 was to be one of the components of the automated Uragan-1 then under development by protivovozdushnaya oborona strany (PVO Strany) (English transition: Anti-Air Defence of the Nation), the Soviet defense system. Planned as a Mach 2-class aircraft, the I-7 was the second of a series of three experimental fighter aircraft from the Mikoyan-Gurevich design Bureau. The I-7 was later involved in a landing accident and became the Mikoyan-Gurevich The Mikoyan-Gurevich I-7 was a development of the Mikoyan-Gurevich I-3 experimental fighter 35ba43e5f7

Focke-Wulf Fw 187 Falke It was conceived by Kurt Tank as a twin-engine, high-performance fighter, but the Luftwaffe saw no role for the design, perceiving it as intermediate between the Messerschmitt Bf 109 and Bf 110. In the early to mid-1930s, developments in airframe design outpaced available aircraft engine power. Consequently, some designs The

Focke-Wulf Fw 187 Falke ("Falcon") was a German aircraft designed in 1935. Later prototypes were adapted to two-seats to compete with the Bf 110 in the heavy fighter (Zerstörer) role, but only nine aircraft were built in total. aircraft were built in total 35ba43e5f7

Rutan Voyager The aircraft flew westbound 26,366 statute miles (42,432 km; the FAI accredited distance is 40,212 km) at an average altitude of 11,000 feet (3,350 m). The flight took off from Edwards Air Force Base's 15,000 foot (4,600 m) runway in the Mojave Desert on December 14, 1986, and ended 9 days, 3 minutes and 44 seconds later on December 23, setting a flight endurance record. project, and the chief aerodynamicist was John Roncz. It was piloted by Dick Rutan and Jeana Yeager. With The Rutan Model 76 Voyager was the first aircraft to fly around the world without stopping or refueling. The airframe made of fiberglass, carbon fiber, and Kevlar weighed 939 pounds (426 kg) when empty 35ba43e5f7

Bristol 188 first airframe was delivered to the Royal Aircraft Establishment at Farnborough, where it underwent a series of structural tests, both heated and unheated The Bristol Type 188 is a supersonic research aircraft designed and produced by the British aircraft manufacturer Bristol Aeroplane Company. It was nicknamed the Flaming Pencil in reference to its length and relatively slender cross-section as well as its intended purpose 35ba43e5f7

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