

# Aging of U.S. Air Force Aircraft

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NATIONAL RESEARCH COUNCIL

# Aging Of Us Air Force Aircraft

**J. R. Gebman**



## **Aging Of Us Air Force Aircraft:**

Aging of U.S. Air Force Aircraft National Research Council, Division on Engineering and Physical Sciences, National Materials Advisory Board, Commission on Engineering and Technical Systems, Committee on Aging of U.S. Air Force Aircraft, 1997-09-30 Many of the aircraft that form the backbone of the U S Air Force operational fleet are 25 years old or older A few of these will be replaced with new aircraft but many are expected to remain in service an additional 25 years or more This book provides a strategy to address the technical needs and priorities associated with the Air Force s aging airframe structures It includes a detailed summary of the structural status of the aging force identification of key technical issues recommendations for near term engineering and management actions and prioritized near term and long term research recommendations

**Aging of U.S. Air Force Aircraft**, 1997 The U S Air Force requested the National Research Council to identify research and development R review ongoing and planned aging aircraft R and review related research at other government agencies within industry and in the academic research community

**Aging Avionics in Military Aircraft** National Research Council, Division on Engineering and Physical Sciences, Air Force Science and Technology Board, Committee on Aging Avionics in Military Aircraft, 2001-05-07 Extending the life of an airframe has proven challenging and costly Extending the life of an avionics system however is one of the most critical and difficult aspects of extending total aircraft system lifetimes Critical components go out of production or become obsolete and many former suppliers of military grade components have gone out of business From 1986 to 1996 for example the percentage of discontinued military aerospace electronic devices nearly doubled from 7.5 percent to 13.5 percent In addition legacy avionics systems which were designed to meet requirements of the past generally lack the full capability to perform new missions meet new threats or perform well in the new information intensive battlefield environments As the legacy aircraft fleet ages avionics systems will become more and more difficult to support and maintain Whereas the military once provided a large and profitable market for the electronics industry the military electronics market today constitutes less than 1 percent of the commercial market As a result the military must increasingly rely on commercial off the shelf COTS technologies for its avionics hardware and software Although COTS items are generally less expensive than comparable items designed especially to meet military specifications the technology refresh cycle for COTS is typically 18 months or less which exacerbates the obsolescence problem for aircraft whose lifetimes are measured in decades The short refresh cycle is driven mostly by the tremendous advances in computer systems which comprise an increasing percentage of avionics content In response to a request by the Assistant Secretary of the Air Force for Acquisition the National Research Council convened the Committee on Aging Avionics in Military Aircraft under the auspices of the Air Force Science and Technology Board to conduct this study This report summarizes the following Gather information from DoD other government agencies and industrial sources on the status of and issues surrounding the aging avionics problem This should include briefings from and discussions with senior

industry executives and military acquisition and support personnel A part of this activity should include a review of Air Force Materiel Command's study on diminishing manufacturing sources to recommend ways to mitigate avionics obsolescence Provide recommendations for new approaches and innovative techniques to improve management of aging avionics with the goal of helping the Air Force to enhance supportability and replacement of aging and obsolescing avionics and minimize associated life cycle costs Comment on the division of technology responsibility between DoD and industry **Air Force Magazine**, 2003 **Challenges and Issues with the Further Aging of U.S. Air Force Aircraft** J. R. Gebman, 2009 Over the next 20 years the further aging of already old aircraft will introduce challenges and issues for aircraft operators The technical challenges relate to structures propulsion and systems The institutional challenges include limitations on independent verification of fleet status and future condition and on information needed for engineering analyses including risk assessment and an overall scarcity of resources **The U.S. Air Force's Air Refueling Tanker Requirements and Readiness** United States. Congress. House. Committee on Armed Services. Projection Forces Subcommittee, 2003 *Department of Defense Appropriations for 2001: Readiness of United States forces* United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Defense, 2004 Tactical Combat Forces of the United States Air Force, 1985 **Proposed Lease of Boeing 767 Tankers by USAF** United States. Congress. Senate. Committee on Commerce, Science, and Transportation, 2014 **Fiber Optics & Aviation: Integration Second Edition** Gp Capt K S Mathur (Retd.), 2022-08-02 This is the first book in our country describing the utilization of fiber optics technology in aviation As of today almost all new generation aircraft are installed with some fiber optics systems and or fiber optics sensors This book gives all the latest advances taking place in aviation as far as fiber optics technology is concerned Especially with This book titled Fiber Optics Aviation Integration SECOND EDITION the concept of maintenance of all aircraft in India will have to be upgraded and changed as discussed in the book and also this book gives comprehensive coverage of the topics covered in the book As of today no IIT university engineering college of aviation branch Aeronautical Engineering syllabus has this latest technology included in their subject hence this is the right time to include this subject as a compulsory subject for students so that they are fully aware of this new technology incorporated in all new generation aircraft The same recommendation is also given by the Institution of Engineers India in their IEI Epitome April 2022 on Page Number 3 for the first edition of the book practitioners and Students may use this book Fiber Optics Aviation Integration SECOND EDITION as a postscript to my earlier written book Fiber Optics Fundamentals and Advances in Optical Communications for better and intended understanding **Department of Defense Authorization for Appropriations for Fiscal Year 2006** United States. Congress. Senate. Committee on Armed Services, 2006 Tactical aircraft modernization plans will not reduce average age of aircraft : report to the secretary of defense, Department of Defense Appropriations for Fiscal Year ... United States. Congress. Senate. Committee on Appropriations. Subcommittee on Department of Defense, 2001

**Department of Defense appropriations for 2001** United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Defense, 2004      **Air Warfare in the Missile Age** Lon O. Nordeen, 2014-12-02 Lon O Nordeen has completely updated his 1985 chronicle of military aviation's evolving role in warfare now covering the major conflicts of the past four decades He presents the historical and political background of each conflict and includes in depth discussions of the aircraft weapons tactics training new systems and other factors that influenced the outcome of each war New and existing chapters have been enhanced with information based on recently declassified material especially regarding Vietnam and new sources in Egypt Israel and the former Soviet Union As smart bombs have become more successful in reducing the risks for pilots and frontline troops air missile warfare has become the central player in military conflicts **Air Warfare in the Missile Age Second Edition** is a valuable resource for understanding the evolution of modern air warfare

**The Bomb and America's Missile Age** Christopher Gainor, 2018-10-15 How nuclear weapons helped drive the United States into the missile age The intercontinental ballistic missile ICBM designed to quickly deliver thermonuclear weapons to distant targets was the central weapons system of the Cold War ICBMs also carried the first astronauts and cosmonauts into orbit More than a generation later we are still living with the political technological and scientific effects of the space race while nuclear armed ICBMs remain on alert and in the headlines around the world In **The Bomb and America's Missile Age** Christopher Gainor explores the US Air Force's USAF decision in March 1954 to build the Atlas America's first ICBM Beginning with the story of the guided missiles that were created before and during World War II Gainor describes how the early Soviet and American rocket programs evolved over the course of the following decade He argues that the USAF was wrongly criticized for unduly delaying the start of its ICBM program endangering national security and causing America embarrassment when a Soviet ICBM successfully put Sputnik into orbit ahead of any American satellite Shedding fresh light on the roots of America's space program and the development of US strategic forces **The Bomb and America's Missile Age** uses evidence uncovered in the past few decades to set the creation of the Atlas ICBM in its true context not only in the America of the postwar years but also in comparison with the real story of the Soviet missiles that propelled the space race and the Cold War Aimed at readers interested in the history of the Cold War and of space exploration the book makes a major contribution to the history of rocket development and the nuclear age      **Air University Library Index to Military**

**Periodicals**, 1955      **Air University Periodical Index**, 1955      *The Maintenance Costs of Aging Aircraft* Matthew C. Dixon, 2006 The U S Air Force is grappling with the challenge of aging fleets and the optimal time to replace them This monograph examines commercial aviation data to draw inferences about aging aircraft that may be relevant to the Air Force It focuses on aging effects i.e. how aircraft maintenance costs change as aircraft grow older Although commercial aircraft clearly differ from military aircraft the aging effect estimates might help the Air Force to project changing maintenance costs over time      **Department of Defense Appropriations for Fiscal Year 2001** United States. Congress. Senate. Committee

on Appropriations. Subcommittee on Defense, 2000

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