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public domain ebooks” and “free original ebooks” is surprisingly even. A big chunk of the public domain titles are short stories and a lot of the original titles are fanfiction. Still, if you do a bit of digging around, you’ll find some interesting stories.

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Depending on fuel storage configuration, the KC-135 can carry

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up to 83,000 pounds of cargo. Nearly all internal fuel can be pumped through the flying boom, the KC-135's primary fuel transfer method. One crewmember, known as the boom operator, is stationed in the rear of the plane and controls the boom during in-flight air refueling.

KC-135 Stratotanker
> U.S. Air Force >

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Fact Sheet Display

The KC-135 was subject to numerous changes over its first 50 years of service as it has adapted to new and expanded mission requirements. These changes have added a large amount of weight to the aircraft, much of it focused in the rear of the airframe which created an aft Center of Gravity (CG). Boeing accounts for this aft CG by requiring that

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ballast fuel be carried
in the forward body
tank ...

[PDF] Reballasting the Kc-135 Fleet for Fuel Efficiency ...

The primary air fuel
transfer method is
through the tanker
aircraft's flying boom.
An operator stationed
at the rear of the
fuselage controls the
refuelling boom. An
F-16 Fighting Falcon
refuels from a KC-135

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Stratotanker. The Kc-135 transfers fuel through the tanker's flying boom, controlled by an operator stationed at the rear of the fuselage.

KC-135 Stratotanker Aerial Refuelling Aircraft - Airforce ...

the KC-135 Flight Manual, depicts the zero fuel configuration that evolved from EA 08-043-135AMC.

Guidance

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Memorandum (GM) 1
for 11-2-KC-135
Volume 3, November 2,
2009, re-duced zero
fuel weight from 7,000
to 5,900 pounds (600
pounds in each of the 4
main tanks to prevent
engine flameout and
3,500 pounds in the
forward body tank for
ballast).

Reballasting the KC-135 Fleet for Fuel Efficiency

Boeing KC-135A

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Aircraft Maintenance Manual- Pneudraulics - T.O. 1C-135(K)A-2 -3 1957. Disclaimer: This item is sold for historical and reference Only. These are either ORIGINAL or COPIES of manuals and blueprints used when these aircraft were in active duty, now transferred into electronic format.

**Boeing KC-135A
Aircraft Maintenance
Manual-**

Page 9/24

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Pneudraulics ...

KC-135 Fuel System
Help; Welcome to
Airline Pilot Forums -
Connect and get the
inside scoop on Airline
Companies If this is
your first visit, ... No,
the flight manuals are
not released to the
public. You could get
75% of the way there
by researching the
707/720 fuel system
though! Sent from my
iPhone using Tapataalk

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KC-135 Fuel System Help - Airline Pilot Central Forums

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Help; Welcome to
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inside scoop on Airline
Companies ... AR
refueling pumps, and
override pumps is not
classified information. I
ended up buying a
flight manual off the
internet of the 135A
and had more
information then I

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Page 12/24

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The Boeing KC-135 Stratotanker is a military aerial refueling aircraft that was developed from the Boeing 367-80 prototype, alongside the Boeing 707 airliner. It is the predominant variant of the C-135 Stratolifter family of transport aircraft. The KC-135 was the US Air Force's first jet-powered refueling tanker and replaced the KC-97

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Stratofreighter. The KC-135 was initially tasked with ...

Boeing KC-135 Stratotanker - Wikipedia

The F-16s stayed on our wings all the way back to Qatar, and we landed with less than 10,000 pounds of fuel left, which equates to about an hours worth of flying (KC-135 burns 10k an hour through ...

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Confessions Of A USAF KC-135 'Flying Gas Station' Boom ...

KC-135 fuel tanks.

General. HJG News and
Announcements. HJG

General Board. About

HJG Aircraft. HJG

Aircraft Histories. HJG

Aircraft textures list.

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Requests. HJG

Previews. HJG Video's.

HJG (ONLY) Screenshot

Gallery. HJG EULA and

FAQs . FSX Support for

HJG Aircraft, BAe146

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support forum.

KC-135 fuel tanks | HJG Message Boards

The KC-135 can haul either 83,000 pounds of cargo, airlift up to 80 passengers or carry 202,800 pounds of JP-4 jet fuel, most of which is transferable for global refueling missions. The primary...

KC-135 Stratotanker - GlobalSecurity.org

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Printable 2019 is
beneficial, because we
could get enough
detailed information
online from your
reading materials.

BRAZILFILMFESTIVA L.INFO Ebook and Manual Reference

The KC-135 can fly at
near sonic speed and
at altitudes of over
50,000 feet. These
characteristics allow
aircraft to be refueled

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without slowing down or descending where jet engines burn fuel more rapidly. The Air Force has modified a portion of its KC-135 fleet with more powerful and efficient high bypass turbofan engines.

117ARW KC135-R Specifications > 117th Air Refueling Wing ...

Depending on fuel storage configuration,

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the KC-135 can carry up to 83,000 pounds of cargo. Nearly all internal fuel can be pumped through the flying boom, the KC-135's primary fuel transfer method.

KC-135 Stratotanker | Military.com

KC-135 The Boeing KC-135 Stratotanker is a military aerial refueling aircraft. It and the Boeing 707 airliner were developed

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from the Boeing 367-80 prototype. The KC-135 was the US Air Force's first jet-powered refueling tanker and replaced the KC-97 Stratofreighter.

Defense KC-135 - Amfuel

TINKER AIR FORCE
BASE, Okla. (AFNS) --
The U.S. Air Force's
KC-135 Stratotanker
fleet has received the
Automatic Dependent

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Surveillance-Broadcast Out, or ADS-B Out, upgrade, thanks to the efforts of a team led by the Air Force Life Cycle Management Center's Tanker Directorate.

The ADS-B Out program was established to upgrade the KC-135 fleet with the next-generation transponder system that ...

**Tanker Directorate
team installs ADS-B**

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Out on KC-135 fleet

...

Here are pictures of the Bell-Boeing V-22 Osprey refueling from a KC-135 boom to drogue adapter (BDA). These pictures were taken during flight testing and as of the date of this post the V-22 is not included in the ATP-56(B) refueling manual and therefore is not allowed to be refueled.

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V-22 Osprey Refueling from KC-135 Boom to Drogue Adapter ...

The KC-135 can haul either 83,000 pounds of cargo, airlift up to 80 passengers or carry 202,800 pounds of JP-4 jet fuel, most of which is transferable for global refueling missions. The primary mission of the KC-135 is the refueling of strategic long-range bombers.

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