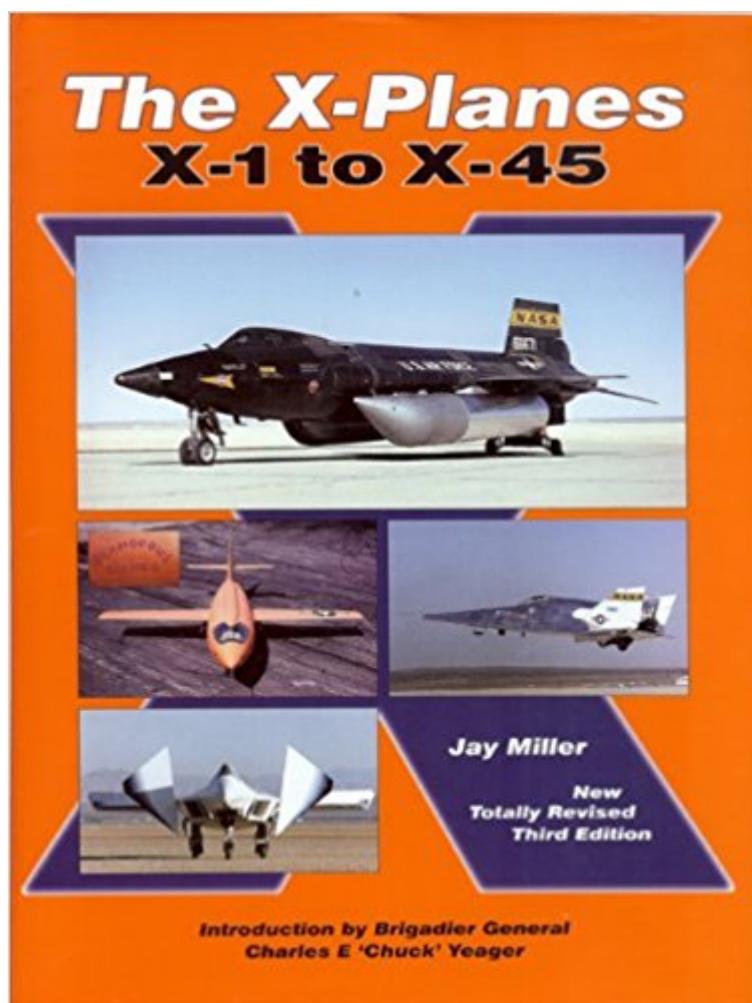


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The X-Planes: X-1 To X-45: 3rd Edition



Synopsis

Chuck Yeager introduces this totally revised and updated version of the complete history of the X-Planes. Each aircraft is described with coverage of history, specs, propulsion systems and disposition. Rare cockpit illustrations of every manned X-Plane are included.

Book Information

Hardcover: 440 pages

Publisher: Midland Publishing; 3rd edition (July 2001)

Language: English

ISBN-10: 1857801091

ISBN-13: 978-1857801095

Product Dimensions: 8.5 x 1.2 x 11 inches

Shipping Weight: 4.2 pounds

Average Customer Review: 4.7 out of 5 stars 13 customer reviews

Best Sellers Rank: #612,633 in Books (See Top 100 in Books) #408 in Books > History > Military > Vehicles #417 in Books > Arts & Photography > Photography & Video > Military History #978 in Books > Engineering & Transportation > Engineering > Aerospace

Customer Reviews

Good overall review of the X-Planes extant when it was written.

No doubt , the best book in the matter. Outstanding job by Jay Miller.

Great book!

Good documentation, wonderful pictures, thorough analysis of this tremendous adventure. And a compliment fto all the actors involved in this interesting phase of aircraft development.

The book is technical and detailed, which is exactly what I wanted. There are a lot of photos that I hadn't seen before.

Great precis' and informative photographs of each test program.

Expensive book, but worth it because of the pictures and quality. Recieved the book timely. Would

order again.

The American X-Planes stand out as the best-known and most fabled and celebrated research aircraft of aviation history. Some famous X-planes, like the X-1, X-2, X-15, and X-43, pushed the envelope of aviation technology in terms of speed; the X-1 was the first plane to break the sound barrier, the X-2 was the first plane to fly past Mach 3, the X-15 was the first aircraft to fly at hypersonic speeds and played a role in helping the US make the Space Shuttle a reality (the X-15 used to hold the record for the highest altitude by a rocket-powered suborbital spaceplane until 2004, when SpaceShipOne soared to over 367,000 feet), and the X-43 made history in 2004 when it became the first air-breathing plane to fly hypersonically. Others, such as the X-29, X-31, and X-36, conquered areas of aviation in terms of maneuverability and aerodynamics, with the X-29 testing the viability of forward swept wing fighters and the X-36 testing the soundness of combat planes without horizontal or vertical stabilizers. Because America's X-series aircraft were (and are) one of the many reasons that America is great in terms of technological innovation, I commend Jay Miller for vividly and descriptively recording the glorious and astounding history of American research aircraft with X-series designations. As it now stands, the exploits of America's great X-planes have been expanded further; the X-51 conquered a new realm of hypersonic flight in 2010 by becoming the first plane to conduct sustained hypersonic air-breathing flight; the X-45 and X-47 Pegasus laid the framework for the forthcoming MQ-25 Stingray carrier-based UCAV; the X-48 will become a stepping stone for large blended wing body transports that can carry passengers, freight, soldiers, and military equipment, as well as refuel, while the Piasecki X-49 has helped the US armed services push ahead with developing an array of compound helicopters, including the Sikorsky S-97 Raider. (As a side note, the Douglas Skystreak and Skyrocket, even if they were designed to research transonic and supersonic flight, were strictly Navy programs and did not receive X-series designations.)

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