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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. 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 > 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 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

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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 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 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 Aircraft Maintenance Manual- Pneudraulics - T.O.

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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- Pneudraulics

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KC-135 Fuel System Help - Airline Pilot Central Forums

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

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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 ...

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. HJG Aircraft Repaint Requests. HJG Previews. HJG Video's. HJG (ONLY) Screenshot Gallery. HJG EULA and FAQs . FSX Support for HJG Aircraft. BAe146 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

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JP-4 jet fuel, most of which is transferable for global refueling missions. The primary...

KC-135 Stratotanker - GlobalSecurity.org

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

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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 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 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

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system that ...

Tanker Directorate team installs ADS-B 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.

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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