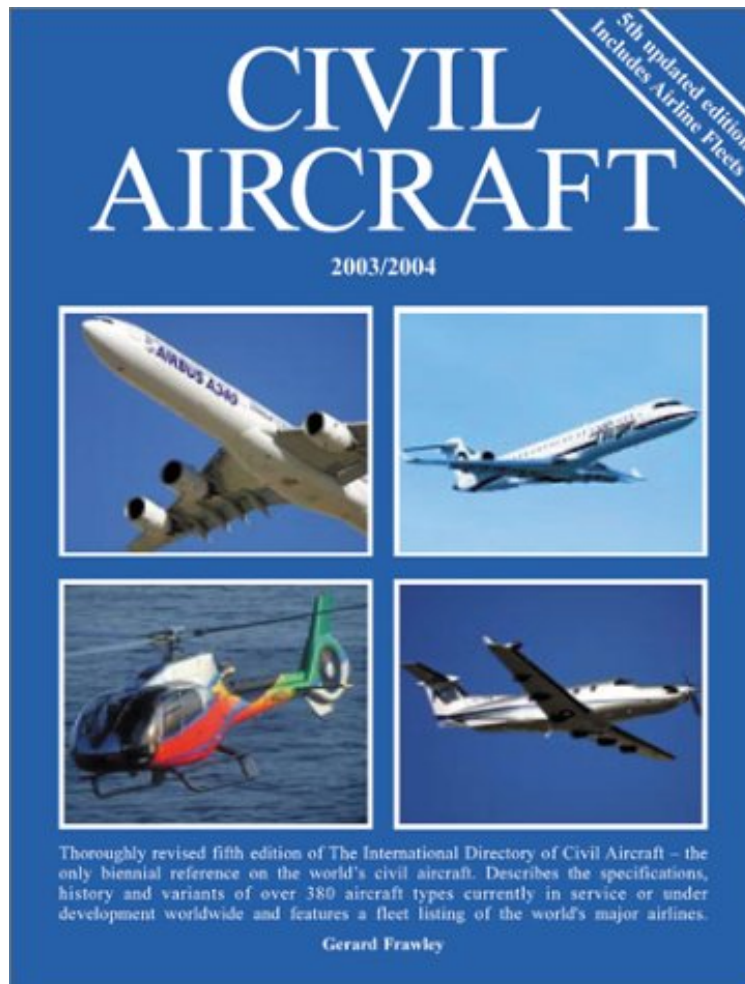


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The International Directory of Civil Aircraft

Gerald Frawley

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Gerald Frawley : The International Directory of Civil Aircraft before purchasing it in order to gage whether or not it would be worth my time, and all praised The International Directory of Civil Aircraft:

0 of 0 people found the following review helpful. Captures major changes in civil aviation industry By Jon L Albee The guidebook was published when major market changes were shaping new product trends in civil aviation. Very light jets were being designed. New, ultra-efficient airliners (like the Boeing 787, next gen Airbus A320 and A350, and the Boeing 737 Max) were in conceptual design. The revolutionary Airbus A380 was in design. Regional jets were catching on. Business jets were moving away from "performance at all cost" to more efficient, less wasteful designs. Piston singles, twins, and traditional twin turboprops were fading away. This book captures all those trends and brings them to you in a simple encyclopedic format. The technical information included with each model is relatively complete, if not always accurate. Each entry includes a color photograph of the aircraft, technical specs, production

notes, and a brief historical essay. There are no three-views or cutaways. The overall quality of books like this frequently leaves much to be desired, but these guides are the best of a sometimes ugly lot. 0 of 0 people found the following review helpful. Still an outstanding reference. By JPT This is an essential guide and reference for any aviation library or enthusiast even in 2015. Coverage is superb with relevant and most popular models listed and you'll find clear, accurate and concise data. I have a decent library of Janes All The Worlds Aircraft over many years but this is my first go to reference for civil aircraft. You can find plenty of used library copies for sale and it's definitely worth buying. Makes for enjoyable reading if only to familiarize yourself with most of the period GA aircraft you'll encounter flying or observing. 0 of 0 people found the following review helpful. The best civil aviation reference available! By M. Wampler Others have described The International Directory of Civil Aircraft as the "bible" of civil aviation references, and I would heartily agree. Each type of aircraft referenced has an excellent color photo, performance information that breaks the numbers down into metric and standard (making it a truly international reference guide), and a great synopsis of each aircraft type's history. All of this makes IDOCA a great guide for both aviation professionals and enthusiasts, and I'm distressed to see the 2003/2004 edition listed as "out of print" here on . One of this guides biggest benefits is its currency (a new edition every two years), and I sincerely hope that Mr. Frawley will continue making this excellent reference. I can't wait to purchase a 2005/2006 IDOCA edition!

This is the fifth edition of the only biennial directory of the world's civil aircraft. Revised and updated, this directory includes information on hundreds of aircraft currently in service or in development worldwide, plus a fleet inventory of the world's primary airlines.

Excerpt. Reprinted by permission. All rights reserved. The following is the entry for 737-100 and -200, and is representative of the other entries in the book: Boeing 737-100 -200 Country of origin: United States of America Type: Short range narrowbody airliner Powerplants: 737-100 Two 62.3kN (14,000lb) Pratt Whitney JT8D-7 turbofans. 737-200 Two 64.5kN (14,500lb) JT8D-9As, or two 68.9kN (15,500lb) JT8D-15s, or two 71.2kN (16,000lb) JT8D-17s, or two 77.4kN (17,400lb) JT8D-17Rs with automatic reverse thrust. Performance: 737-100 Max speed 943km/h (509kt), economical cruising speed 852km/h (460kt). Range with max fuel 2855km (1540nm). 737-200 Max speed 943km/h (509kt), max cruising speed 927km/h (500kt), economical cruising speed 796km/h (430kt). Range with 115 passengers and reserves between 3520km (1900nm) and 4260km (2300nm) depending on weight options and engines. Weights: 737-100 Empty 25,878kg (57,000lb), max takeoff 49,940kg (110,000lb). 737-200 Operating empty 27,448kg (60,600lb), max takeoff 52,390kg (115,500lb), or optionally 58,740kg (129,500lb). Dimensions: 737-100 Wing span 28.35m (93ft 0in), length 28.67m (94ft 0in), height 11.29m (37ft 0in). Wing area 91.1m² (980sq ft). 737-200 Same except for length 30.53m (100ft 2in). Capacity: Flightcrew of two. 737-100 Typical single class seating for 100. 737-200 Typical single class seating for 115, max seating for 130 at 74cm (29in) pitch. 737-200QC payload 15,545kg (34,270lb), consisting of pallets or containers. Production: 1144 737-100s and 200s built, comprising 30 -100s and 1114 -200s, including various military models. Approximately 17 -100s and 925 737-200s remained in service in late 1998. Around 30 are used as corporate transports. History: The 737-100 and -200 are the first generation production models of the worlds most successful jet airliner family. The 737 was conceived as a short range small capacity airliner to round out the Boeing jet airliner family beneath the 727, 720 and 707. Announced in February 1965, the 737 was originally envisioned as a 60 to 85 seater, although following consultation with launch customer Lufthansa, a 100 seat design was settled upon. Design features included two underwing mounted turbofans and 60% structural and systems commonality with the 727, including the same fuselage cross section. The 737-100 made its first flight on April 9 1967 and entered service in February 1968. By this time however development of the larger capacity 1.93m (6ft 4in) stretched 737-200 was well advanced, and the first 737-200 flew for the first time on August 8 1967. Developments of the -200 include the -200C convertible and quick change -200QC, while an unprepared airfield kit was also offered. The definitive Advanced 737-200 appeared in 1971, featuring minor aerodynamic refinements and other improvements. Sales of the 737-200 far exceeded that of the shorter -100 and the 737-200 remained in production until 1988, by which time it had been superseded by the improved 737-300. Photo caption: A hushkit equipped 737-200 of Irelands RyanAir, wearing advertising for Kilkenny beer.