

Chapter 1 : U.S. X-Planes (Developments and Concepts)

This is a list of experimental aircraft, or aircraft used or built to conduct experiments involving aerodynamics, structural materials, propulsion systems, configuration and equipment.

Share10 Shares It should come as no surprise that during World War II, airplane designers around the world built some fascinating experimental airplanes. From early helicopters to bombers meant to attack the United States, these are some of the most interesting airplanes to ever fly. Floatplanes had the advantage of being more flexible in water operations, but they were often small and struggled with maneuverability due to the large float on the bottom of the plane. Flying boats were often used as patrol bombers, but they were large and slow. So the Blackburn Aircraft Company decided to design an airplane that joined the best elements of floatplanes and flying boats, ending up with the oddball B somewhat similar to the one depicted above. When the B went to land on the water, the lower part of the fuselage would descend into the water. This configuration would give it more versatility in combat, and it would also increase the wing incidence to give it a shorter takeoff run. As soon as the B was in the air, the fuselage would join back together, making it look like a small flying boat. In this configuration the B had much less drag than other flying boats, giving it unprecedented speed. However, during a test flight, the B fell apart and crashed, killing some of the crew. The British Air Ministry realized that it was a fluke. The concept of the B was sound, but as Blackburn focused its attention to building preexisting airplanes, the need for its experimental aircraft dropped. Nothing ever came from the B. The first jet fighter in the United States was the dismal P, which was not any better than a propeller-driven aircraft. At the same time that Bell built the P, the Navy was working on the FR Fireball, a fighter which used an odd power plant system. Instead of just having a jet engine, the Fireball used a propeller in the front and a jet engine in the back. Since early jet engines had sluggish throttle response, the Navy considered them too dangerous for carrier operations. During most operations specifically landing and takeoff, the Fireball used its propeller engine, but when they needed extra thrust, the pilots activated the jet engine. Other than that, the Fireball was a highly conventional airplane, coming out as basically a normal fighter plane with a jet engine strapped to the back. Although it entered service in March, the Fireball never saw combat service. Ryan only built 66 Fireballs, and they were quickly replaced by the next generation of jet fighters. In addition to poor range, the plane was also hurt by its lackluster performance, as Fireballs were slower than many planes even when using the jet engine. Despite the flaws, the Fireball was an important step for the Navy. It was their first jet airplane. The Fireball also was the first airplane in the world to land on an aircraft carrier under jet power. Ultimately, this culminated in the BV, a behemoth flying boat that was the biggest airplane designed by the Axis powers during the war. Luftwaffe commanders also investigated the possibility of using the giant flying boat as a long-range patrol bomber. Flight testing showed that the airplane was stable and could perform the transport role effectively. Disaster struck for the flying boat when three American P Mustangs found the prototype docked at Lake Schaal. Lieutenant Urban Drew attacked the boat, causing tremendous damage to the fuselage. Before the German engineers could save the BV, it sunk to the bottom of the lake. Drew, he became something of a legend. As with jet propulsion, the Germans held an early lead over other nations. They experimented for years with helicopters, but it was not until the F1 that they had a design that could be mass-produced. Flettner designed the F1 with the odd feature of intermeshing rotors. This meant the two main rotors angled away from each other, but the arc of the blades crossed. In other words, they were carefully synchronized to avoid disaster. The intermeshing rotors gave the helicopter the advantage of not needing a tail rotor to offset the torque from the main rotors. Other than that weird feature, the F1 was a bare-bones design, just minimal framing attached to an engine. The Luftwaffe was so impressed by the F1 that they ordered 1,000 choppers. Possible roles for the helicopter included anti-submarine warfare, naval spotting, and reconnaissance. However, by the time production was ready in 1945, the Luftwaffe was already fighting on the defensive, and the fleet of Flettner helicopters never materialized. Flettner only completed a few models, but these were well received by pilots. Nevertheless, shortly after production started, an Allied bombing raid destroyed the production plant, ending any possible production of the helicopter. The engineer behind the

project, Anton Flettner, immigrated to the United States where he helped design excellent helicopters for the United States Air Force. The interceptor had a big engine that drove a six-blade pusher propeller by an extension shaft. During testing, the engine caused a lot of problems as it was prone to overheating, even when tested on the ground. By the time the war ended, the Kyushu engineers figured out most of the problems with the engine. To take down the B bombers, the J7W carried four 30mm cannons, making it one heavily armed aircraft. Japanese Navy officials had such hope in the J7W that they ordered production before the first prototype even got off the ground. Fortunately for the B crews, the J7W only completed three test flights before the war ended, and the plane never entered production. Even during testing, the J7W barely got any flight time, only clocking a combined 45 minutes in the air over three test flights. The war ended before the Navy could perform other tests on the airplane. A proposed turbojet version of the airplane never left the drawing board. The leading competitor for the design was the Heinkel He 162, one of the best airplanes in the world at the time. Although it is difficult to find wartime documents about the He 162, it is clear that the plane was a significant improvement over the Bf 109 and had a variety of characteristics that would have made it an effective airplane against Allied pilots. Most impressively, the He 162 broke and held the world speed record for an airplane of its class. However, for some reason, the Luftwaffe decided to continue development on the Bf 109 and its variants. Nobody knows exactly why the He 162 project stopped. Even though the He 162 never reached frontline service, it played a fascinating role in early propaganda efforts. When the war began, the United Kingdom did not have adequate information about the Luftwaffe, including what types of airplanes it flew. Taking advantage of the situation, Joseph Goebbels announced that the Luftwaffe was fielding a new He 162 fighter, but in reality, it was just a repainted He 162 prototype. Until then, pilots reported facing the airplane, but there was no proof that their stories were accurate. Because of that, the Luftwaffe generally had the advantage in terms of air power. To counter Luftwaffe airplanes, the United States Army Air Force began looking for a high-speed interceptor fighter with heavy armaments. The Allison engine company saw this as a chance to show off their new V-17, a huge cylinder engine that was actually two V-12 engines mated into one. Allison and the Fisher Body Division of the General Motors Corporation worked together to make a new airplane around the engine. Oddly, Fisher decided to build the P-53 with preexisting parts. The P-53 was a mixture of other successful airplanes, including the Dauntless dive bomber and a variety of fighters including the P-40 and P-51. The huge engine was located in the middle of the airplane, driving the two contra-rotating propellers by a drive shaft. Of course, it should come as no surprise that making a fighter plane by combining parts from preexisting airplanes does not work. The P-53 was slow and sluggish in its interceptor role, causing the Air Force to pass on the design. Fisher then tried to advertise the P-53 as a long-range escort fighter for bombers, but by that time, better fighter planes were available, leaving Fisher to stop development on the P-53. But lesser known than the Komet is the Soviet experimental rocket fighter, the BI-1. In the late 1940s, Soviet officials wanted a fast, short-range defense fighter powered by a rocket. The need for such a plane became especially pronounced as German forces began to invade Russia. Engineers completed plans for the rocket plane by spring of 1945, but Stalin did not give authorization to build a prototype. However, when the German invasion began, Stalin told engineers Alexander Bereznyak and Aleksei Isayev to get the airplane ready as soon as possible. It took only 35 days to complete a working prototype. Getting just under the deadline, a bomber towed the BI-1 aloft, allowing it to glide to the ground for a first test. Rocket motor tests commenced in 1945, but powered flights quickly revealed that the BI-1 only had 15 minutes of flight time from the moment the pilot ignited the rocket on the ground. This proved a severe limitation. When the third prototype disintegrated midair during a level flight, the engineers realized that there was another problem. The frame, made of plywood and metal, was not designed for nearly supersonic speeds. Research on supersonic aerodynamics was still in its infancy, and the BI-1 airframe was not designed to perform at those speeds without falling apart. Quite simply, the BI-1 was too fast for its own good. With that limitation, testing ground to a halt, and the war turned in favor of the Soviets, ensuring that there was no further development of defensive rocket planes. History of the Third Reich via YouTube Although they did not realize it at the time, the Luftwaffe made a serious error when they refused to develop any long-range heavy bombers. The Luftwaffe considered many different designs for the project, but one of the most feasible was the Junkers Ju 390. Junkers, a German company, developed the new bomber from

their existing Ju heavy transport. The new bomber had six engines and was capable of a transatlantic flight. Test flights commenced in , and they showed the Ju was an effective and powerful machine. However, by that time, the Luftwaffe was on the defensive, and any offensive bomber projects were given low priority. Junkers only could finish two prototypes by the time the war ended. Mystery and conspiracy shroud the Ju tests and operations. According to some sources, one of the prototypes flew from Germany to South Africa on a test flight. Some wartime reports show that the bomber was also test flown over the Atlantic Ocean, entering United States airspace before turning back. Fringe conspiracy groups also believe that a Ju flew to Argentina at the end of the war, carrying secret weaponry for escaped Nazis. Whatever the case, the Ju was the closest the Germans ever came to developing a bomber that could reach the United States. Northrop hoped to build high performance airplanes that consisted only of a giant wing, eschewing traditional airplane engineering.

Chapter 2 : List of experimental aircraft - Wikipedia

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Bearhawk Aircraft Kit 4 The Bearhawk is a 4 place - plans built design with generous proportions and superior performance. The design parameters were for a heavy hauling BIG airplane with a good cruise speed and economical operation. The proto type Bearhawk NR is powered by a Lycoming hp set up to burn auto fuel. To date the design has lived up to and exceeded expectations. Short field performance is excellent with the large flaps. The Bearhawk has an all metal wing with a fabric covered steel tube fuselage and tail feathers. Cessna windshield and modified lift struts are the only airframe components that are not built by the homebuilder. It was originally designed in to compete in the first and so far, only EAA design competition. It is built primarily of wood, with fabric covering. Performance is sprightly; a bit better than that of, say, an Aeronca Champ. The Fly Baby can be built as a biplane as well as a monoplane. The two monoplane wing panels are replaced by four smaller ones, plus a center section for the top wing. The aircraft can be switched back and forth between versions in about an hour, but it does take a helper. The biplane, while cool in concept, **Celerity Aircraft Kit 18** The Celerity is a high performance, 2-place side-by side plans built airplane with fully retractable landing gear, including the tail wheel. Constructed primarily of wood and fiberglass covering, the graceful Celerity cruises in the mph range on hp and has a range of over miles. Engines range from to hp. The Celerity has a wingspan of 25ft and is 21ft, 10" in length. Continental engines of C75, C85 and C90 can be used. The fuselage is a welded steel tube fuselage, wood wings which are foldable. The aircraft is fabric covered. Materials subject to "Designer" Changes and Adjustments. Listing givent to Wicks Aircraft upon Designers request. Prices subject to change without notice. There are no special jigs required. The ribs and bulkheads are formed over wood. The engineering was calculated at 4 Gs and tested to 5. The airplane is quite simple and easy to make. The main center section and wing spars are made first and the wing attach points are drilled together to set the wing dihedral, the spars are separated and the wings constructed. The completed wings are joined to the center section spar and the center section is built up with the wings attached. Now you know that the wings will fit the airplane when It is very maneuverable, yet very stable, with excellent takeoff and climb performance using a Volkswagen engine for power. It has easily carried two pound pilots, and has ample range and baggage capacity for cross-country flying. It is a no frills flying machine that will cut initial costs and maintenance. The airplane provides excellent visibility Featuring a fully welded steel frame combined with an all wood wing and a one piece aluminum landing gear, make it a airplane for today. Landing and taking off in this tail dragger is easy and fun. Ground handling is made easy with a fully controllable tail wheel. Listing given to Wicks Aircraft upon Designers request. The low cost is complemented by an easy to build strong construction method composite. The build time is about hours for a skilled fitter. However, anyone with a desire to do so can build this airplane. The valuable skills that you acquire will last you a lifetime. It is a high performance cross-country type aircraft designed to extract the most speed from the power available. Airfoil selection and drag reduction were primary considerations. The construction is of wood with foam and fiberglass utilized in the cowling and fairing areas. The prototype and early versions used engines in the horsepower range, but the designer later moved up to an engine of 65 horsepower as standard. The plans provide a four aileron option for those who wish a more responsive roll rate. The Kit is a materials kit, but most of the metal parts are cut from Aluminum Extrusions, making fabrication very fast and inexpensive, with no welding except for the Engine Mount. It is very easy to build even for the novice or first time builder. Building time can be as low as 12 to 16 months depending on many personal factors. Components may be purchased individually or in kit packages. Options are available to builders who wish to upgrade certain systems such as the hydraulic brake option; or choose alternative systems such as fixed landing gear option. In general the upper fuselage profile shown is based on premolded cowl, forward deck, canopy frame and turtle deck. Outboard wing sections are removable for tailoring. Exclusions are listed on the Kit **Long Eze Aircraft Kit 19** The LongEZE is specifically developed for efficient, high speed, long range traveling with room for two adults and plenty of baggage. The Longe-Easy is a small, high performance, high

utility homebuilt sport plane. Power plant is either the Lycoming or the Continental. It has an alternator-powered electrical system and can be equipped with electric engine starter. It is very solid, stable airplant that has responsive ailerons, good turbulence response, excellent "hands-off" stability and safe stall characteristics. It can be maneuvered sharply, even to full aft stick, without fear of stall or spin. Using all the customer

Chapter 3 : Experimental aircraft - Wikipedia

This aircraft last ran July HP Lycoming O engine with HRS. Wings removed for easy transport. Do not have any engine or aircraft log books / record of inspections.

Rotax blue head with only 17 hours on it.. Engine seals all replaced in by Rotax overhaul shop. BRS chute repacked and new rocket installed in Oil injection works great. It has two wing tanks and a header tank that hold a total of 15 gallons. Plane is rigged for straight and level flight. All certification and N number complete. All build plans, service manuals and logs available. Not a restoration project!! Poly-Fiber, 0-overhaul, OL2C, hp. This is the best custom-built Sportcruiser on the market. Current annual inspection, next annual due October Every engine serviced as if it were our own, only time proven OEM parts, always a fair price, without compromise or surprises! New and used parts in stock. Make sure its done right and never settle for less! Where the customer always comes first! We have been distributing heaters to our distributors for over 5 years now. To many balls to juggle so wanted to offer this great opportunity to someone with a passion for aviation and a way to make it better. All drawings, manufacturing processes and vendors provided. You can own your own business today and take this to the next level! Last condition inspection was June Wings of Hope provides medical air transport services - free of charge - to individuals who need specialized medical care. Video provides the most information to your questions. Watch it, then call Malcolm - This aircraft is in annual, ready to fly. Excellent looker, flyer, handler; all around great aircraft. Sensenich ground adjustable prop. Will provide new conditional inspection. Very low hours 45 on a great flying trike. Includes BRS out of date. Regular maintenance and always hangered. Owner no longer able to fly. Selling for half price!!!! Rotax ULS; recent ignition module replacement. Steerable nosewheel, USB ports, I-pad mount. Nice well maintained, turn-key airplane. Please see my vwebsite to obtain pics, logs and additional info. Contact owner Ed Hund at Airplane located in Wichita, KS.

Chapter 4 : X-Plane Aircraft

The latest in experimental and homebuilt aircraft news and technology, including aircraft reviews from experienced pilots who know them best.

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Chapter 5 : Aircraft Kits On Wicks Aircraft Supply

Experimental & Homebuilt Aircraft. There are tens of thousands of homebuilt aircraft in the U.S. that have been certified by the FAA as Experimental, signifying they're suitable for recreational use.

With this addition, flight became more affordable and achievable by the general population. Light Sport Aircraft LSA are single engine planes with no more than two seats, a maximum weight of lbs, a maximum stall speed of 51 mph and a maximum speed of mph. Light Sport Aircraft can be homebuilt or purchased completed; however, there are many benefits to building your own aircraft. Design and Construction College How do planes fly? How are aircraft designed? Design and Construction College is an online resource designed to provide the homebuilder with practical and technical information about flight, aerodynamics and aircraft design. H Institute in Switzerland. As a young man, Heintz began to design and build his own all metal homebuilt aircraft incorporating simple construction methods throughout. As founder, president and chief engineer of Zenair Ltd. Heintz has designed and developed more than 12 new aircraft models, which have been marketed as kit aircraft around the world. More than aircraft are presently flying around the world in 48 different countries. Heintz designs have earned an excellent reputation among pilots, builders, the press, and aviation authorities for their durable all-metal construction, normal flight characteristics, reliability, and low maintenance requirements. Chris Heintz does not only design, test and promote aircraft, he is also actively involved in all facets of general aviation as a long-time EAA member, frequently giving lectures and forums at chapter meetings and fly-ins. Heintz is also a sought-after light aircraft engineering consultant, consulting to governments, organizations, universities, and private individuals. While Heintz is now retired, he is still active as a designer and engineer, and has written a book on light aircraft design. Recommended power is to horsepower, up to lbs. The New Sam Aircraft: Since that time engineers at Zenair Ltd. However, materials contained in this Website are subject to change at any time. We give no assurance or warranty that information on this site is current, and take no responsibility for matters arising from changed circumstances or other information or material which may affect the accuracy or currency of information on this site.

Chapter 6 : Experimental Aircraft (X-Planes) | NASA

The Experimental Aircraft Association (EAA) is a growing and diverse organization of members with a wide range of aviation interests and backgrounds. Who We Are EAA members represent every aspect of aviation and often have multiple interests.

Chapter 7 : Experimental Aircraft | eBay

EXPERIMENTAL OOP-PIK â€¢ \$4, â€¢ OFFERED FOR SALE OR TRADE â€¢ Built by Rene M. Durenleau Serie# D Continental A75 Aircraft has been in Storage Hangered for 20 years. Would make an ideal project or great educational tool for a new calendrierdelascience.com is very calendrierdelascience.com take any offers and trades.

Chapter 8 : Zenith Aircraft Company

A special airworthiness certificate in the experimental category is issued to operate an aircraft that does not have a type certificate or does not conform to its type certificate and is in a condition for safe operation. Additionally, this certificate is issued to operate a primary category kit.

Chapter 9 : 10 Fascinating Experimental Aircraft Of World War II - Listverse

Vought V, the "Flying Pancake", an American experimental fighter aircraft for the United States Navy ().