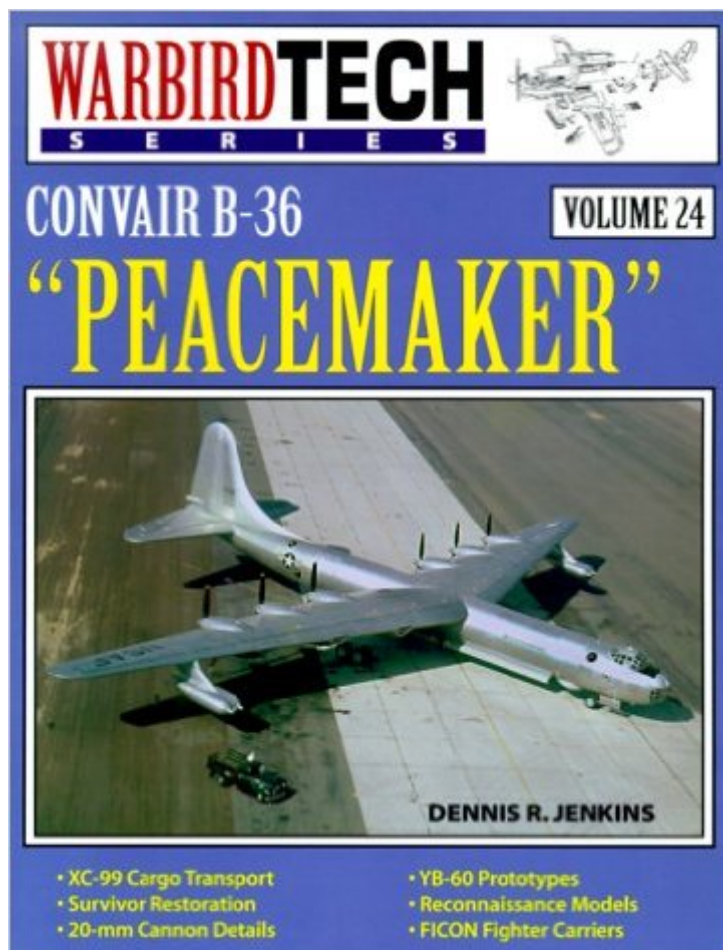


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Convair B-36 Peacemaker - Warbird Tech Vol. 24



Synopsis

An enthusiast-level technical look at one of the most fascinating aircraft in American aviation, this volume details this six and ten-engined monster of the 1950s. Coverage includes tech manual excerpts, engineering drawings, structural and powerplant review, cutaway drawings, and pilot analysis.

Book Information

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Customer Reviews

Convair B-36 "Peacemaker" Warbird Tech Series Volume 24 By Dennis R. Jenkins Reviewed by Ned Barnett Renewed interest in the B-36 has made this fine volume even more useful and relevant - and the release of 1/144th scale Peacemaker kits add a further incentive for modelers (as well as aviation history buffs) to revisit this remarkable little 100-page book. The B-36 served operationally for just 10 years, from 1948 to 1958 - it was slow for its time, cruising at just 250 mph, but the Peacemaker flew so high that it was largely invulnerable for most of its career. With an unrefueled combat range of 10,000 miles, missions of 40 hours were not uncommon - though they must have been butt-busters of monumental proportions. This book - from Specialty Press's excellent Warbird Tech series - does an excellent job of capturing the sheer enormity of this remarkable huge aircraft, known with irony and a bit of affection as "Magnesium Overcast." The war-winning atomic bomber, the B-29 Superfortress, looked like a Piper Cub when parked in the B-36's shadow (which Convair and the Air Force did a lot, for PR purposes). It also captures the details, with sketches of the turrets and engine installations, close-up photos of cockpits and bomb bays and low-slug auxiliary jet

engines. It should come as no surprise that the B-36 was frequently modified to fulfill special missions - perhaps most amazingly as an aircraft carrying an operational nuclear reactor (which did not power the plane, but only tested airborne radiation shielding). At least one B-36 was modified as an all-jet YB-60, intended as a competitor to the Boeing B-52 but - at a top speed roughly 100 mph less than the B-52 - too little, too late.

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