

FAIRCHILD AIR FORCE BASE



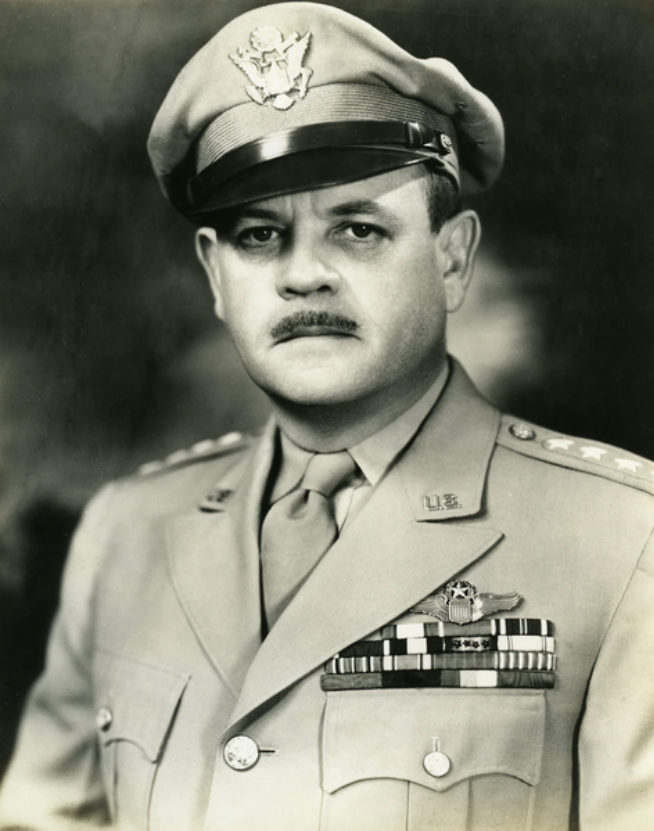
HERITAGE AIRPARK

Static Display Guide

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General Muir Stephen Fairchild was former vice chief of staff of the U.S. Air Force. He was born in 1894 at Bellingham, Wash., and died March 17, 1950 at Fort Myer, Va.

Muir Fairchild entered the service as a sergeant in the Washington National Guard in June 1916. A year later he became a flying cadet at Berkeley, Calif., and went to Europe to complete his training in France and Italy, getting his wings and commission in the Aviation Section in January 1918. He flew bombers in World War I, including night missions over the Rhine with the French forces.

In December 1918 he returned home and served at McCook Field, Ohio; Mitchel Field, N.Y., and Langley Field, Va., chiefly in engineering assignments. Between Dec. 21, 1926 and May 2, 1927 he flew to South America in the Pan American good-will tour and received the Distinguished Flying Cross. He completed the course in the Air Corps Engineer School at Wright Field in June 1929 and went to Santa Monica, Calif., as Air Corps representative to Douglas Aircraft Co. He was promoted to captain in January 1931.

In the 1930s he was graduated from the Air Corps Tactical School, the Army Industrial College, and the Army War College. He was promoted to major in June 1936 and returned to Maxwell Field, Ala. as an instructor. He rose to director of air tactics and strategy in July 1939, with promotion to lieutenant colonel in November 1940. Fairchild then went to the Plans Division in Washington and in June 1941 was named secretary of the newly formed Air Staff. Two months later he was advanced two grades to brigadier general and named assistant chief of Air Corps.

In March 1942 he became director of military requirements and was promoted to major general in August. In November he became a member of the Joint Strategic Survey Committee of the Joint Chiefs of Staff. In January 1946 he was named commandant of Air University at Maxwell Field, with promotion to lieutenant general. On May 27, 1948 he became vice chief of staff of the U.S. Air Force, with the rank of four-star general. General Fairchild died at Fort Myer, Va., March 17, 1950 while on active duty as vice chief of staff.

Per General Order 62, Spokane AFB was renamed Fairchild AFB in honor of General Fairchild. Officially the order was issued on November 1, 1950. However, the base postponed the ceremony until July 20, 1951, to coincide with the arrival of the new weapons system, the B-36 Peacemaker

Muir S. Fairchild



Team FAIRCHILD



Fairchild Air Force Base functions as an integral component of the nation's defense strategy.

The heritage of this base started in WWII, progressed through the Cold War, and continues today with the support of contingency and humanitarian operations worldwide. Team Fairchild provides the United States Air Force with a Center of Excellence for Air Refueling. Fairchild's aircraft and personnel make up the backbone of the Air Force's tanker fleet stationed on the west coast. In addition, Fairchild is home to the premier schoolhouse for Survival, Evasion, Resistance, and Escape (SERE) training.

Combined, the 92d Air Refueling Wing, the 141st Air Refueling Wing, the 336th Training Group, the associate units at Fairchild, and the Spokane community have forged a unique relationship. "Team Fairchild" earned its well-deserved reputation for excellence. Every day these units dedicate their time to create the Fairchild we will need while meeting the challenges of today's mission. Every day this base continues the legacy of excellence that began almost 80 years ago.

The Legacy of Excellence.

Our FLIGHT SIMULATOR TRAIN CARS

Accessioned date: 1990

Due to a shortage of simulators and the mission of SAC, whose aircrews operating the alert force needed to be close to the planes. Bringing the simulators to the bases became the most efficient way to keep the crews near their aircraft at all times.

Eighteen sets of two Pullman railcars (1911-1928 vintage) were converted at Hill AFB rail shops from 1959 – 1964 for the B-52D and KC-135A. One car had the flight simulator, and the other had the computer equipment and served a maintenance office. The B-52 Group—The “Alpine Clover” DAFX22 (built 1917) & “Andrew Squire” DAFX 31 (built 1928). The KC-135 Group—The “John M. Forbes” DAFX7 (built 1928) & “Little John,” an Army Guard Car USAX G-55 (built 1911).



Moving the Trains...

The railcars moved to their present location on 16 November 1990 as part of Operation CANNONBALL. Originally located outside the 92nd Comptroller Squadron area, this operation moved the cars to the southeast corner of Bong Street and Mitchell Drive.

Beginning 1 November 1990, Maj. Jerry Kolstee, the wing project officer, and Sgt. George Hledik helped coordinate the effort and led 20-person teams who worked in four-hour blocks to move the trains.

These are the only remaining examples of the mobile simulated Training Centers designed explicitly by the Strategic Air Command for classroom training of aircrews.

BOEING B-52D

Stratofortress



"676" was the last D-model Stratofortress to be built out of the 170 in service. It flew from Anderson AB, Guam, to Fairchild AFB on its final sortie on 12 October 1983.

On 18 December 1972, during Linebacker II operations over North Vietnam, "676" became the first B-52 to shoot down an enemy MiG aircraft. The tail gunner, Staff Sgt. Samuel O. Turner fired his 50 caliber machine guns at a MiG-21 as it moved in to attack the B-52. Turner reported a "gigantic explosion to the rear of the aircraft." Turner is the first tail gunner credited with logging a confirmed kill during combat in a B-52. The red star on the side of "676" identifies it as a MiG killer.

There have been only two B-52 MiG kills in history. 676 was the first, and the other occurred on 24 December 1972, also during the Linebacker II campaign. The second B-52 MiG killer is on display at the Air Force Academy in Colorado Springs, Colo.

*Meet 56-00676
or "676."
This B-52D
has been with
Heritage Park
since 1983!*



B-52s were stationed at Fairchild from 1956 to 1994.

General characteristics

Max weight: 450,000 lbs.

Empty weight: 172,000 lbs.

Bomb load: 60,000 lbs.

Service Ceiling: 55,000 ft.

Speed: 650 mph.

Fuel (Internal): 41,550 gal/ (External) 3,000 gal

Unrefueled range: 6,000 miles

MCDONNELL F-101B VOODOO



SERIAL NO. 58-00335 (PAINTED AS 70439)

Dedicated by the Air National Guard in memory of Dean Larson, an aircraft Crew Chief, a native of Washington State, and assigned to the 141st Air Refueling Wing.

The Voodoo's initial design provided a long-range bomber escort for the Strategic Air Command. However, SAC did not need escort fighters after high-speed, high-altitude jet bombers such as the B-52 entered active service. Therefore, before production began, the F-101's capability design changed to fill tactical and air defense roles. The first F-101A flight was on 29 September 1954, and the first F-101B went operational in January 1959. The F-101B is a two-seat, all-weather interceptor, and the B model was the most utilized version with 479 built.

This tail was first assigned on 7 June 1960 to the 478th Fighter Group, Grand Forks AFB, North Dakota. The final assignment was to the 147th Fighter-Interceptor Group in January 1978 before being retired in June 1982.

General characteristics

Empty weight: 28,495 lbs.

Loaded weight: 45,665 lbs.

Max. takeoff weight: 52,400 lb.

Engines: 2 × Pratt & Whitney J57-P-55 afterburning turbojets

Maximum speed: Mach 1.72 (1,134 mph at 35,000 ft.)

Range: 1,520 mi.

Service ceiling: 58,400 ft.

Armament

Missiles: 4 (initially 6) × AIM-4 Falcon, or 2 × AIR-2 Genie nuclear rockets, plus 2 × AIM-4 Falcon

Falcon missile variants

AIM-4A, AIM-4B, AIM-4C

The range was about five mi.

Cessna T-37B Tweet

Tail No. 57-2352

Heritage Park accession date: 1991

The premiere training aircraft for
Accelerated Copilot Enrichment.

The Tweet is the first USAF jet aircraft explicitly designed as a trainer. First delivered to the Air Force in 1959, Cessna only built 552 Tweets. The aircraft handled well, was agile and responsive but not overpowering. During the 1980s, Tweets were used for Accelerated Copilot Enrichment (ACE) programs to give SAC copilots additional flying experience. The final USAF student training sortie was flown on 17 June 2009. By 31 July 2009, the aircraft was formally retired from service.

This tail, 57-2352, was delivered to the Air Force on 17 February 1959 and assigned to the 3300th Pilot Training Group, Graham AFB, Florida, as a T-37A. It was converted to a T-37B in March 1961 and was last assigned to the 82d Flying Training Wing, Williams AFB, July 1990. In 1991, 57-2352 joined the ranks of static display aircraft at Heritage Airpark.

General characteristics

Engines: Continental-Teledyne J69-T-25 turbojets

Service Ceiling: 25,000 ft.

Max Takeoff Weight: 6,559

Speed: 425 mph.

Range: 810 nm.



C-47D SKYTRAIN



TAIL NO. 43-19526
ACCESSION DATE: 1984

This Skytrain was delivered to the US Army Air Forces on 13 December 1944. Dropped from the USAF inventory in April 1950 and used primarily by NASA at Edwards AFB from 1946 until transferred to Ames-Dryden in 1978.

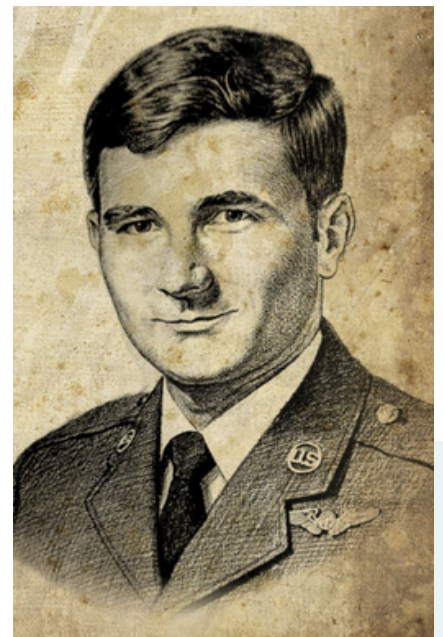
Neil Armstrong and other astronauts flew on this aircraft. While working with NASA it was utilized primarily as a support aircraft at Ames-Dryden. It played an essential role in the first flights of NASA's lifting body, a forerunner of the Space Shuttle.

AMERICA'S FIRST GUNSHIP

The C-47 played a vital role in many Allied campaigns during the Second World War, Korea, and Vietnam. The C-47 pioneered cargo and passenger transport, as well as the development of the gunship.

During WWII, C-47s flew out of Felts Field by the 116th Observation Squadron, but not this particular aircraft. During the 1940s and 1950s, the 92 used the handful of Skytrains assigned to Fairchild AFB for airlift and training operations.

During the Vietnam War, C-47s received modifications transitioning them into the first gunship. The AC-47, or "Puff the Magic Dragon," was fit with 7.62 mm miniguns. These weapons fired up to 6,000 rounds per minute, and the aircraft carried 54,000 rounds. The AC-119 and the AC-130 succeeded the AC-47 in the gunship role with their greater capacity and better design for gunship use. On 24 February 1969, Airman First Class John L. Levitow flew on a combat air patrol over South Vietnam as the loadmaster of an AC-47 gunship. The gunship sustained a mortar strike on the top of its right-wing. The explosion started a chain of events resulting in a magnesium flare activating within the aircraft and separating explosively from its canister prepared to ignite within seconds. A1C Levitow, although stunned and wounded, flung himself on the flare, dragged it to the open cargo door, and tossed it out. The flare ignited moments after it cleared the aircraft. Levitow was awarded the Medal of Honor for his selfless heroism that saved his fellow crewmembers and the gunship.



Thunderchief

REPUBLIC F-105D

The Rolling Thunder

The aircraft is a supersonic fighter-bomber capable of Mach 2, and it is the follow-on to the Mach 1 capable F-100. The F-105 weapons system included missiles and cannons. However, the Air Force designed the 105 to achieve high-speed low-altitude penetration while carrying a single nuclear weapon internally. First flown in 1955, the Thunderchief entered service in 1958. The Thunderchief was the largest single-seat, single-engine combat aircraft in history, weighing approximately 50,000 lbs.

The Thunderchief conducted the majority of bombing missions during the early years of the Vietnam conflict. It is only aircraft to be removed from combat due to high loss rates. Out of the 833 were built, the Air Force lost 382 Thunderchiefs during the 20,000+ sorties flown in Vietnam.

General characteristics

Payload: 14,000 lbs. of weapons

Empty weight: 27,500 lb.

Max. takeoff weight: 52,546 lb.

Power plant: 1 × Pratt & Whitney J75-P-19W
afterburning turbojet

Maximum speed: Mach 2.08 (1,372 mph) at 36,000 ft.

Range: 780 mi. (combat) and 2,210 mi. (ferry)

Guns:

1 × 20 mm (0.787 in) M61 Vulcan 6-barreled Gatling
cannon, 1,028 rounds

Hardpoints:

5 total: 4 × under-wing, 1 × centerline pylon stations
plus an internal bomb bay with a capacity of up to
14,000 lbs. of ordnance, including conventional and
nuclear bombs AIM-9 Sidewinder and AGM-12
Bullpup missiles.



Serial No. 57-05823

Heritage Park accession date: 1981

Dedicated by the USAF on behalf of Captain James Shively, an F-105 pilot and American prisoner of war in Vietnam. Captain Shively was a Washington Native and a Federal Attorney in Spokane. However, this Thunderchief never flew at Fairchild.

57-05823's first assignment was with the 4th Tactical Fighter Wing, Seymour Johnson AFB, North Carolina, in 1959. While flying at Edwards AFB, California, this Thunderchief set a world's speed record by flying 1,216.48 mph over a 100 km course. 57-05823's last assignment was with the 466 Tactical Fighter Squadron, AF Reserves at Hill AFB, Utah, before retiring on 4 December 1980.



LOCKHEED T-33A

Shooting Star

Ushering in the Jet Age of aircraft.

This aircraft is considered one of the first jets built in the mid-1940s. Although this one, 58-00532, entered service in November 1958. The T-33 is the trainer variant to the P/F-80 Shooting Star. The P-80 became the first jet fighter to enter full squadron service in the United States Army Air Forces, ushering in the USAF Jet Age. As more advanced jets entered service, the F-80 took on another role—training jet pilots. The T-33 jet design trained pilots already qualified to fly propeller-driven aircraft. Shooting Stars proved suitable as an advanced trainer and used for drone director and target towing tasks. In the early 1960s, Air Training Command began phasing out Shooting Stars in favor of the Cessna T-37B Tweet.

This tail, 58-00532, was delivered to the AF on 24 November 1958 and was assigned to the 4600 Air Base Wing, Peterson Field, Colorado. It was last assigned to the 84th Fighter Interceptor Training Squadron, Castle AFB, CA, in October 1981 before being retired on 1 July 1986.

Also known as a T-Bird.

General Characteristics

- Empty weight: 8,300 lbs.
- Max. takeoff weight: 15,100 lbs.
- Engine: Allison J33-A-35 centrifugal compressor turbojet
- Maximum speed: 600 mph
- Range: 1,275 mi (ferry)
- Service ceiling: 48,000 ft.

*The Washington Air National Guard
flew Shooting Stars while stationed
at Geiger Field
(now Spokane International Airport).*



NORTH AMERICAN F-86E SABRE



DEDICATED TO ALL AIRMEN OF THE WASHINGTON AIR NATIONAL GUARD

This weapons system is the first swept wing-jet fighter. The Sabre made its initial flight on 1 October 1947. The first production model flew on 20 May 1948, and on 15 September 1948, an F-86A set a new world speed record of 670.9 mph.

The original concept for the Sabre intended it to fly as a high-altitude day-fighter. During its time in service, the Sabre received multiple innovative redesigns. These modifications allowed the Sabre to convert into an all-weather interceptor (F-86D) and a fighter-bomber (F-86H).

As a day fighter, the airplane saw service in Korea in three successive series (F-86A, E, and F), where it engaged the Russian-built MiG-15. By the end of hostilities, it had shot down 792 MiGs at a loss of only 76 Sabres, a victory ratio of 10 to 1.

General Characteristics

Speed: 650 mph.

Range: 1,000 mi.

Service Ceiling: 45,000 ft.

Combat Weight: 14,000 lbs.

Armament: Six .50-caliber machine guns, 16 five-inch HVAR rockets or 2,000 pound max. bomb load

TAIL NO. 48-001134
ACCESSION DATE: 1985

F-86Ds were assigned to the Washington Air National Guard while stationed at Geiger Airfield. F-86E was a modified F-86A with an improved flight control system and an "all-flying tail." The design changed to power-operated controls with an "artificial feel" built into the aircraft. This innovative design gave the pilot forces on the stick that were still conventional but light enough for superior combat control. It improved high-speed maneuverability). The Air Force commissioned only 456 F-86E models, with 60 aircraft built by Canadair for USAF (F-86E-6). 48-001134 is one of the 60 Canadair models.



This is the only Canadian-built aircraft within Heritage Airport

Invader DOUGLAS A-26B

Between 1943 and 1945, the Douglas Aviation Company built just under 2,500 A-26s for warfare in the Pacific Theatre. A-26 Invaders offered an American twin-engined light bomber and ground attack aircraft. In Europe, Invaders attacked German supply columns on D-Day and destroyed retreating tank columns.

However, the Air Force did not thoroughly test A-26 capabilities until the Korean War. The aircraft was reclassified as the B-26 and became the Air Force's fiercest medium-sized bomber. Although the reclassification caused B-26 Invaders to be confused with the Martin B-26 Marauder, these were not the same aircraft. Invaders offered a fast aircraft capable of carrying twice its specified bomb load. They could also be outfitted with a range of guns to produce a formidable ground-attack aircraft.

In the 1960s, Invaders were once again called into service during several major Cold War conflicts. This time the aircraft returned to the Air Force inventory as a Counter-Insurgency (COIN) aircraft used by the Air Commandos of Tactical Air Command.

General characteristics

Loaded Weight: 27,600 lbs.
Max takeoff Weight: 35,000 lbs.
Maximum Speed: 355 mph
Range: 1,400 mi.
Service Ceiling: 22,000 ft.
Bomb Load: 6,000 lbs.
(4,000 in bomb bay, 2,000 external)

Guns:

Up to 8 - M2 Browning .50 cal. machine guns
in the nose
8 - M2 Browning .50 cal. machine guns
paired in four optional underwing pods
2 - M2 Browning .50 cal. machine guns in
remote-controlled dorsal turret
2 - M2 Browning .50 cal. machine guns in the
remote-controlled ventral turret



Serial No. 44-34423

Heritage Park accession date: 1998

*B-26's were flown at Felts
Field by the Washington Air
National Guard.*

This tail was built as an A-26B and delivered to storage on 4 June 1945 at the 4127th AAF Base Unit at McClellan AAF, California. 44-34423 converted to a B-26C in April 1951, flying combat missions during the Korean War. By October of 1958, 44-34423 retired from the AF inventory. Its last Air Force assignment was with the 184th Bomber (Tactical) Squadron, Rosecrans MAP, St. Joseph, Missouri. As a civilian, 44-34423 flew as a forest-fire control air tanker from 1974 to 1984. In 1990, it retired for a second time and was rebuilt by Aero Nostalgia in Stockton, California, as a B-26C. In 1998, this Invader joined the ranks of static display aircraft within Heritage Airpark.



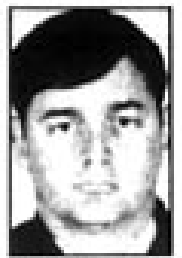
CORNETT



JOHNSON



CHAPMAN



HAMILTON



LITZINGER



MYERS



ERKS

Spaatz 01 Mishap 1987 KC-135 CRASH MEMORIAL

The Spaatz 01 mishap occurred on 13 March 1987. The accident happened during a scheduled practice for the 17 May airshow, set to debut the Thunderhawks. A B-52 Stratofortress (HAWK 01) and a KC-135 Stratotanker (SPAATZ 01) took off from Fairchild Air Force Base (AFB) at 1:20 p.m. The KC-135A-BN Stratotanker, tail number 60-0361, had three instructor pilots aboard the aircraft: Lieutenant Colonel Michael W. Cornett, Captain Christopher Chapman, and Captain Frank B. Johnson. The plane crew also included two navigators, Captain James W. Litzinger and First Lieutenant Mark L. Meyers, and refueling-boom operator, Staff Sergeant Rodney S. Erks.

The KC-135 had just taken off from runway 23, in tandem with the B-52. It was executing a steep left-hand turn when it suddenly rolled from an intended 45-degree bank to almost 90 degrees, stalling the two engines on the left wing. The crew managed to level the aircraft, but it was flying too low and slow to recover. The plane crashed landed in an open area north of the flight line, narrowly missing the base's bombing and refueling squadron offices. It skidded through a security fence, across an access road, and killed Senior Master Sergeant Paul W. Hamilton, a member of the Thunderhawks, on his day off from flying. The aircraft traveled for another 200 yards, then hit an unmanned weather radar tower and burst into flames. There were no survivors of the mishap.

FAFB Airmen killed in training:

Lt Col Michael W. Cornett, (43 ARS) right pilot seat

Cpt Frank B. Johnson, (92 ARS) left pilot seat

Cpt Christophe L. Chapman, (92 ARS) pilot

SSgt Rodney Scott Erks, (92ARS) refueling-boom operator

Cpt James W. Litzinger, (43 ARS) navigator

1st Lt Mark L. Myers, (43 ARS) navigator

SMSGt Paul W. Hamilton, (92 ARS) refueling-boom operator, Watching from his vehicle at the time of the incident, killed on impact.

Fame's Favored Few...gone but not forgotten.



FAIRCHILD AIR FORCE BASE *History & Heritage*

Let's get in touch

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Current as of 18 October 2021