



"Fame's Favored Few"

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FAIRCHILD AFB HERITAGE AIRPARK



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FLIGHT SIMULATOR TRAIN CARS

Heritage Park accession date: 1990

Only remaining examples of the mobile simulator Training Centers specifically designed by the Strategic Air Command for classroom training of aircrews. Due to a shortage of simulators and the mission of SAC, whose air crews were on alert and needed to be close to the planes, bringing the simulators to the bases was 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)

Moved to their present location on 16 November 1990 as part of Operation Cannonball.



DOUGLAS A-26B INVADER (Serial No. 44-34423)

Heritage Park accession date: 1998

Only USAF aircraft to fly combat in World War II, Korean and Vietnam conflict.

But no real connection to 92nd, FAFB, or personnel/aviator but B-26's were flown at Felts Field by the Washington Air National Guard (WA ANG)

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

April 1951 – Converted to a B-26C and flew in the Korean War

October 1958 – Retired from the AF inventory. Last assigned to the 184th Bomber (Tactical) Squadron, Rosecrans MAP, St. Joseph, Missouri

1974–1984—Flew as forest fire control air tanker

1990 – Rebuilt by Aero Nostalgia, Stockton, California a B-26C.

Fast aircraft capable of carrying twice its specified bomb load. A range of guns could be fitted to produce a formidable ground-attack aircraft

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 0.50 in M2 Browning machine guns in the nose (1,600 rpg)

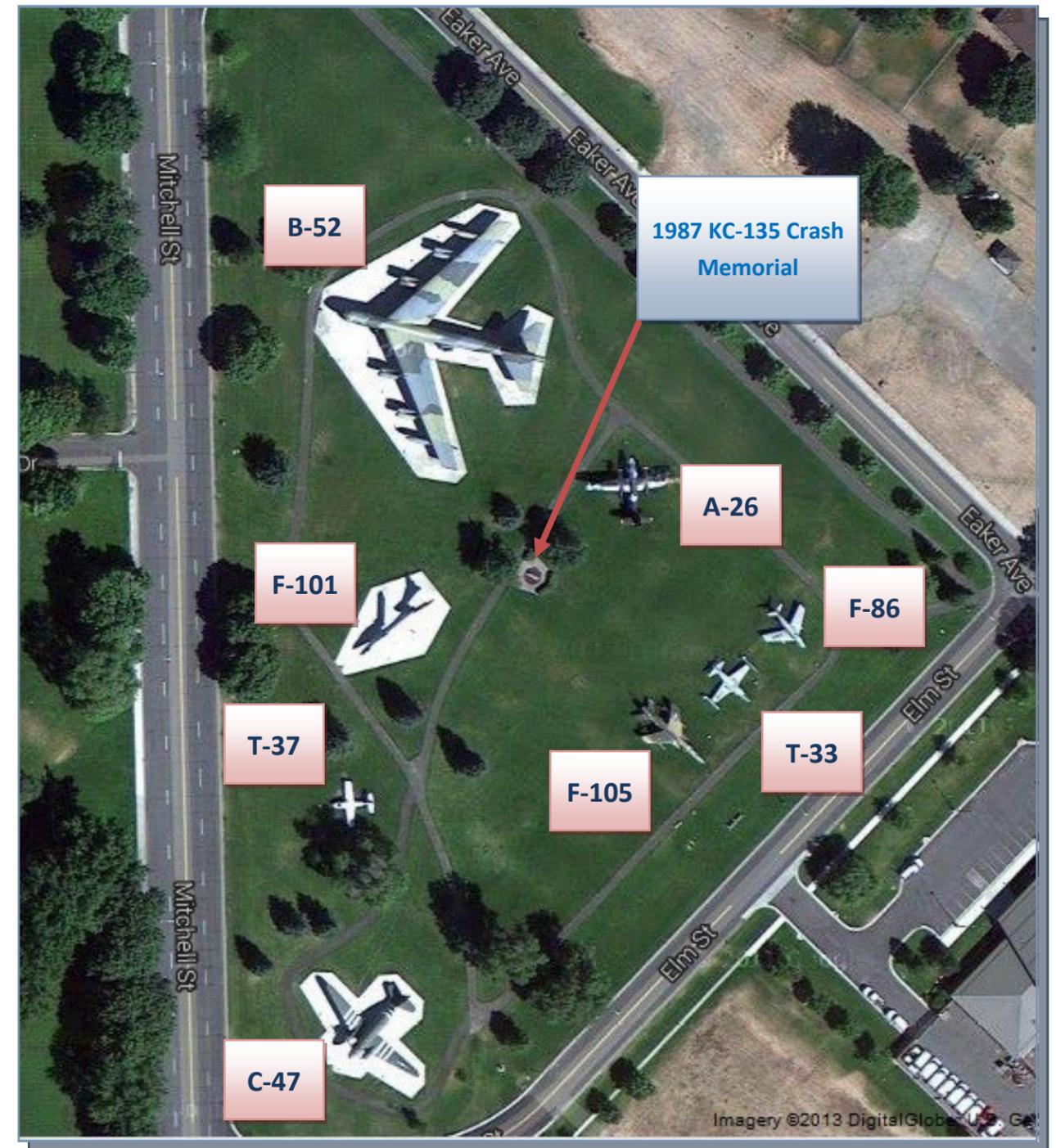
8 0.50 in M2 machine guns paired in four optional underwing pods

2 0.50 in M2 machine guns in remote-controlled dorsal turret

2 0.50 in M2 machine guns in remote-controlled ventral turret



OVERVIEW MAP OF FAFB HERITAGE AIRPARK



BOEING B-52D STRATOFORTRESS (Serial no. 56-00676)

Heritage Park accession date: 1983

First delivered and assigned on 28 Aug 1957 & last assignment/flight from Anderson AB, Guam on 12 Oct 1983, to 92nd Bomb Wing (SAC) Fairchild AFB, WA.

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

Used extensively in the Vietnam Conflict. It is only one of two B-52s with a confirmed MiG-21 kill. SSgt Sam Turner accomplished this on 18 Dec 1972.

B-52s first flew in 1952, B-52Ds entered service in Dec 1956. This was the last D-model in service (170 built). On its last sortie, it flew from Anderson AB, Guam, to Fairchild AFB on 14 October 1983.

Dedicated long range bomber

- Big Belly modification allowed to carry heavy loads of conventional bombs
- Rivet Rambler modification added Phase V ECM systems
- Painted with black bellies to defeat searchlights

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
- Crew of Six: Pilot, Copilot, Radar Navigators, Navigators, EWO, Gunner



NORTH AMERICAN F-86E SABRE (Serial No. 48-001134)

Heritage Park accession date: 1985

Dedicated to the Washington Air National Guard (Canadian Built). F-86Ds were assigned to the ANG while at Geiger Airfield.

The F-86, the USAF's first swept-wing jet fighter, made its initial flight on Oct. 1, 1947. The first production model flew on May 20, 1948, and on Sept. 15, 1948, an F-86A set a new world speed record of 670.9 mph. Originally designed as a high-altitude day-fighter, it was subsequently redesigned 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.

F-86E was a modified F-86A with Improved flight control system and an "all-flying tail" (This system changed to a full power-operated control with an "artificial feel" built into the aircraft's controls to give the pilot forces on the stick that were still conventional, but light enough for superior combat control. It improved high-speed maneuverability); 456 built with 60 built by Canadair for USAF (F-86E-6).

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



LOCKHEED T-33A SHOOTING STAR (Serial No. 58-00532)

Heritage Park accession date: 1986

Trainer variant of the P/F-80 Shooting Star.

Assigned to the WA Air National Guard while at Geiger Airfield.

This tail 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.

One of the first jet aircraft built in the mid-1940s. World War II ace, Major Richard I. Bong died on 6 August flight testing the P-80. He shot down 40 enemy aircraft.

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)



MCDONNELL F-101B VOODOO (Serial No. 58-00335)

Heritage Park accession date: 1982

Painted as 70439

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

Originally was designed as a long-range bomber escort for the Strategic Air Command; however, when high-speed, high-altitude jet bombers such as the B-52 entered active service, escort fighters were not needed. Therefore, before production began, the F-101's design was changed to fill both tactical and air defense roles. The first F-101A flight was on 29 Sep 1954. First F-101B went operational in January 1959. The F-101B is a two-seat, all weather interceptor, most numerous version with 479 built.

This tail was first assigned on 7 June 1960 to the 478th Fighter Group, Grand Forks AFB, North Dakota. 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 (originally 6) × AIM-4 Falcon, or 2 × AIR-2 Genie nuclear rockets, plus 2 × AIM-4 Falcon
note: Falcon missile variants - AIM-4A, AIM-4B, AIM-4C only. The range was about 5 mi.



CESSNA T-37B TWEET (Serial No. 57-2352)

Heritage Park accession date: 1991

First USAF jet aircraft designed specifically as a trainer. It was first delivered to the Air Force in 1959 & 552 were built. The final USAF student training sortie was flown on 17 June 2009 and the aircraft was retired on 31 July 2009

This tail was first delivered to the AF on 17 February 1959 to the 3300th Pilot Training Group, Graham AFB, Florida as a T-37A. It was converted to at T-37B in March 1961 and was last assigned to the 82d Flying Training Wing, Williams AFB, July 1990.

The aircraft handled well, was agile and responsive but not overpowered. Used for Accelerated Copilot Enrichment (ACE) program during the 1980's to give SAC copilots additional flying experience.

Engines: Continental-Teledyne J69-T-25 turbojets

Service Ceiling: 25,000 ft.

Max Takeoff Weight: 6,559

Speed: 425 mph.

Range: 810 nm.



DOUGLAS C-47D SKYTRAIN (Serial no. 43-49526)

Heritage Park accession date: 1984

Military transport developed from the DC-3; modifications included cargo door and strengthened floor

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. Utilized primarily as a support aircraft at Ames-Dryden and played an important role in the first flights of NASA's lifting body, a forerunner of the Space Shuttle.

C-47s were flown at Felts Field by the ANG, but not this particular aircraft. There were some aircraft stationed at Fairchild during the 1940s and 1950s for airlift and training.

General Characteristics

Service Ceiling: 26,400 ft.

Max Takeoff Weight: 31,000 lbs.

Empty Weight: 18,135 lbs.

Payload: 6,000 lbs. or 28 troops

Speed: 225 mph.

Range: 1,600 mi. (loaded),

3,600 mi. (ferry)



REPUBLIC F-105D THUNDERCHIEF (Serial No. 57-05823)

Heritage Park accession date: 1981

Dedicated by the USAF in behalf of Captain James Shively who was an F-105 pilot and American prisoner of war in Vietnam. Captain Shively is a Washington Native and a Federal Attorney in Spokane. The aircraft was not flown here.

Supersonic fighter-bomber capable of Mach 2. The follow-on to the Mach 1 capable F-100, the F-105 was also armed with missiles and cannon; however, its design was tailored to high-speed low-altitude penetration 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.

Conducted majority of bombing missions during early years of the Vietnam conflict; only aircraft to have been removed from combat due to high loss rates. 833 were built and 382 lost during the over 20,000 sorties flown in Vietnam.

This aircraft was delivered to the 4th Tactical Fighter Wing, Seymour Johnson AFB, North Carolina on 25 October 1959 and set a world's speed record at Edwards AFB, California by flying 1,216.48 mph over a 100 km course. It was last assigned to the 466 Tactical Fighter Squadron, AF Reserves at Hill AFB, Utah, before being retired on 4 December 1980.

General characteristics

Payload: 14,000 lbs. of weapons

Empty weight: 27,500 lb.

Max. takeoff weight: 52,546 lb.

Powerplant: 1 x 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)

Armament

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

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

