Dyess Linear Air Park

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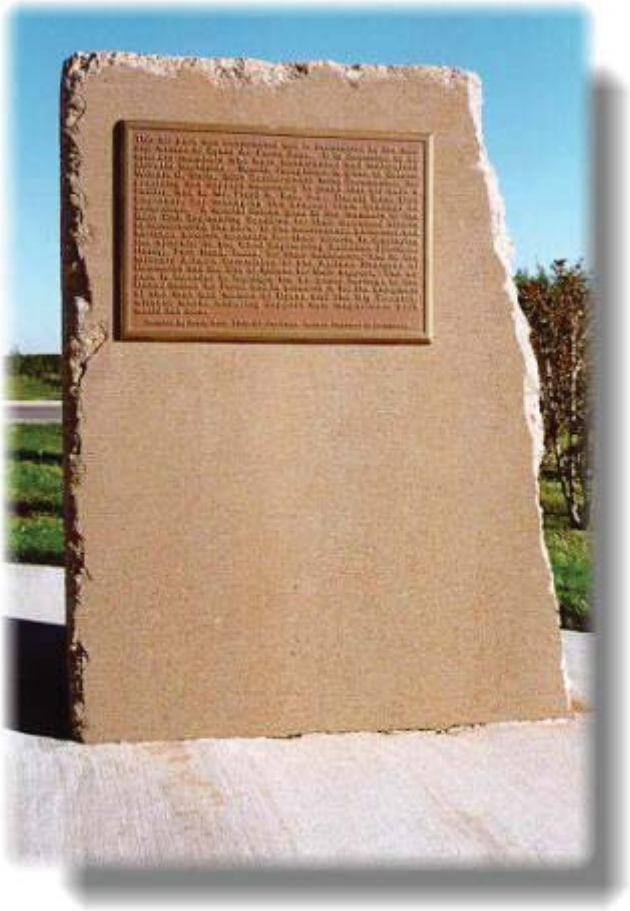

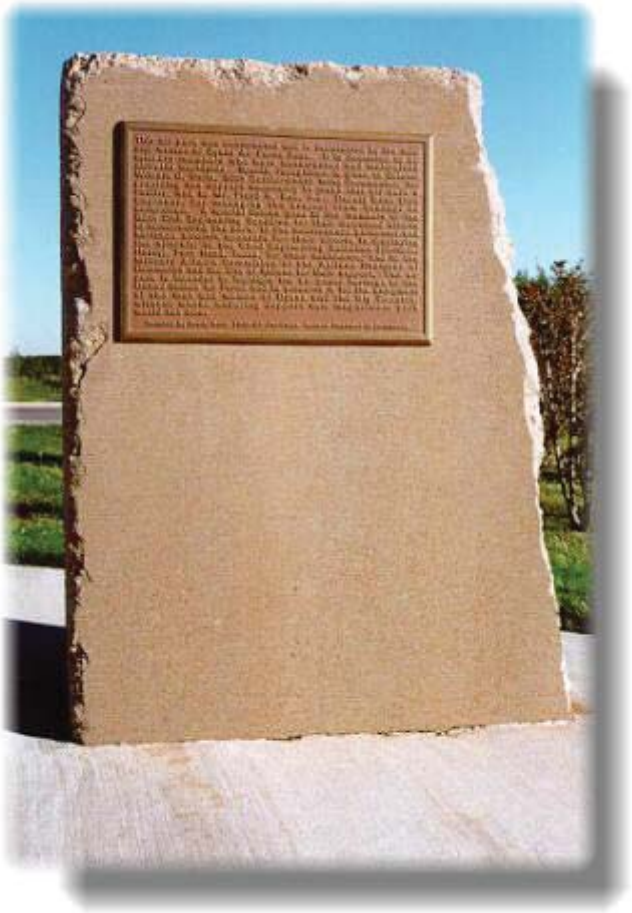

Welcome to the Air Park

www.dyess.af.mil/airpark

The Dyess Linear Air Park originated from the Texas Museum of Military History, which was founded in 1981. The park was officially dedicated June 12, 1991, by Lt. Gen. Robert D. Beckel, Commander, 15th Air Force.

There are 34 World War II, Korean Conflict, Southeast Asia Conflict, and Gulf War I/II aircraft on display outdoors. There are no indoor displays at this time. The Linear Air Park is accessible to military/civilian card holders anytime and to the general public for guided tours. To receive a guided tour, call the Dyess Public Affairs office at 696-2863. There is no fee.

Additionally, the F-4D Phantom jet located in front of the Dyess Elementary School is on loan to the City of Abilene and accessible to the public.

These aircraft represent the Air Force's proud and dramatic history. No price value can be placed upon these aircraft, which represent the sacrifices our military made as they fought for the love of country and freedom.

Each aircraft on display is assigned a sponsor. These sponsors volunteer countless number of hours restoring and maintaining these aircraft. Color schemes and markings depict the squadron and era in which the aircraft flew. This is done in an attempt to display the rich history of that particular make of aircraft, not necessarily the particular aircraft itself.

The Memorial Wall at the Dyess Memorial Center/Park located at the intersection of Arnold Blvd. and Military Drive is an "off-base" addition to the air park, courtesy of the citizens of Abilene, Texas. It is designed to display historical and heroic actions by USAF units and personnel. A new Memorial Park display is in the long-term development plan that will further enhance the memorialization of our fallen Aircrew members. This facility, although on base property, is open to the public as it is "outside the wire" of the base perimeter fence.

All information provided in this brochure is correct to the best of our knowledge. We understand that many visitors are knowledgeable in the history of aircraft used by the Air Force.

If you find any discrepancies in the information provided, please feel free to contact the Dyess Linear Air Park office at (325) 793-2199 or write to 7 BW/CVM, 7 Lancer Loop, Dyess AFB, Texas, 79607.

Photos by TSgt Don Olsen and
BeauJory Vanderburg

1 April 2017

F-100C Super Sabre

North American Aviation

The F-100 began life as a company funded project to improve on the basic F-86 Sabre design. The program didn't receive any military interest until the F-86 was pitted against the Russian MiG-15 in the skies over Korea.

Early Korean War experience made it evident that the Communist Bloc had brought themselves close to their western enemies in fighter design. The U.S. Air Force, not content with this, awarded North American Aviation a contract to produce two YF-100A prototypes and an F-100A production version in Nov. 1951. Thus was born the first of the century series fighters.

The Super Sabre became the first fighter to attain level flight supersonic speed, doing so during its maiden flight Oct. 29, 1953. The F-100 became operational in Sept. 1954.

The F-100 had originally been designed as an air superiority fighter, but the "A" model was the only pure air superiority version. The "B" model was an all weather fighter. As the Air Force began to realize the F-84 fighter-bomber fleets were showing signs of senility, the logical choice was to modify the F-100. Thus was born the F-100C. The "D" model was the definitive version with 1,274 examples eventually produced. It had improvements in both aerodynamics and weapons delivery, capable of carrying nuclear weapons.

The F-100 is best remembered for the years it spent on the United States Air Force Thunderbirds aerial demonstration team.

This F-100 was delivered to the Air Force Sept. 14, 1955 and served with the 450th Fighter Day Group and the 322nd Fighter Day Group, Foster AFB, Texas, from September 1955 until June 1958. It was later retired in January 1975. It carries the paint scheme and markings of the wing commander of the 322nd Fighter Day Group.

Description	
Manufacturer:	North American Aviation
Designation:	F-100
Version:	C
Serial Number:	54-1752
Nickname:	Super Sabre
Type:	Fighter
Crew:	1- Pilot
7 Bomb Wing Sponsor:	7 Civil Engineer Squadron
Specifications	
Length:	46' 1.25"
Height:	15' 6"
Wingspan:	38' 10"
Empty Weight:	21,000 lbs
Max Weight:	34,832 lbs
Propulsion	
No. of Engines:	1
Powerplant:	Pratt & Whitney J-57-P-21A turbojet w/afterburner
Thrust (each):	17,000 lbs
Performance	
Cruise Speed:	565 mph
Max Speed:	864 mph
Climb Rate:	21,600 feet per minute
Ceiling:	49,100 ft
Combat Radius:	530 mi
Range:	1,350 mi
Armament	
Guns:	4 - M-39 20mm canons
External Armament:	6 underwing hard points for bombs, rockets and external fuel tanks

F-105D Thunderchief

Republic Aviation

The F-105 was among the first supersonic fighter-bombers and was the largest single seat combat aircraft in history.

The first production model flew May 27, 1958, and was capable of flight faster than twice the speed of sound. It could also drop its bombs while at supersonic speeds, another first. The F-105 was used extensively during the Vietnam conflict. Commonly called "Thud," the Thunderchief flew deep penetrations into North Vietnam.

Thunderchiefs penetrated the densest antiaircraft defenses ever encountered to deliver bombs and laser guided weapons on pinpoint targets.

Modified two-seater, F-105Gs were used to attack and jam enemy radars. They also joined the raids hunting down missile sites and antiaircraft gun positions. These aircraft were the pioneering "Wild Weasels."

Since then, other fighters have been modified for this role. Unlike most Air Force fighters, the F-105 was never exported to foreign countries. Many have served in the Air Force Reserve and the Air National Guard.

The F-105 was built around a large engine and an internal bomb bay. Like the rest of the "Century Series" fighters, it was capable of level supersonic flight. The first production Thunderchief broke the sound barrier in 1955 powered by a smaller interim engine. When the last active F-105 was retired, it was the only Air Force aircraft to receive a formal retirement ceremony attended by hundreds who had flown and maintained them.

This F-105 was delivered to the Air Force Nov. 12, 1960 and retired from service in August 1981.

Description	
Manufacturer:	Republic Aviation
Designation:	F-105

Version:	D
Serial Number:	59-1738
Nickname:	Thunderchief a.k.a Thud
Type:	Fighter
Crew:	1- Pilot
7 Bomb Wing Sponsor:	7 Aircraft Maintenance Squadron
Specifications	
Length:	64' 5"
Height:	19' 8"
Wingspan:	34' 11"
Empty Weight:	27,500 lbs
Max Weight:	52,546 lbs
Propulsion	
No. of Engines:	1
Powerplant:	Pratt & Whitney J-75-P-19W turbojet w/afterburner
Thrust (each):	25,000 lbs
Performance	
Cruise Speed:	778 mph
Max Speed:	1,420 mph
Climb Rate:	32,000 feet per minute
Ceiling:	52,000 ft
Range:	2,000 mi
Armament	
Guns:	1 - General Electric M-61 20mm Vulcan cannon
Other Armament:	Bombs - internal and external Rockets

F-101B Voodoo

McDonnell Aircraft

The Voodoo was another of the "Century Series" fighters entering the Air Force in the 1950s. The development of the F-101B took place during a time when the Air Force was going through radical changes in developmental and procurement policies.

The F-101 was originally conceived for service with fighter squadrons for the Strategic Air Command. The three commands most actively involved in the F-101 development were: the Air Research and Development Command, the Air Material Command and the Air Defense Command.

The F-101 Voodoo first flew Sept. 29, 1954. It held numerous speed and endurance records during the 1950s and 1960s. In 1954, an F-101C set a world speed record of 1,207.6 mph. The F-101 was the working prototype for the F-4 series of fighters which are still flying today.

The F-101 had important roles in the Cuban missile crisis and the Vietnam conflict. It is still used by the air forces of Canada and Taiwan. The aircraft on display here is a TF-101B from Ellington AFB, Texas, and served with the Air Defense Command for many years as a trainer and interceptor. Common with all McDonnell fighters is the spooky names each were given (i.e., Voodoo, Demon, Banshee and Phantom).

Description	
Manufacturer:	McDonnell Aircraft Company, later a division of McDonnell-Douglas, St. Louis
Designation:	F-101
Version:	B
Serial Number:	57-287
Nickname:	Voodoo
Type:	Trainer
Crew:	1- Pilot

7 Bomb Wing Sponsor:	7 Security Forces Squadron
Specifications	
Length:	67' 5"
Height:	18' 0"
Wingspan:	39' 8"
Empty Weight:	28,000 lbs
Max Weight:	46,700 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Pratt & Whitney J-57-P-55 turbojet w/afterburner
Thrust (each):	18,880 lbs
Performance	
Max Speed:	1,220 mph
Climb Rate:	17,000 feet per minute
Ceiling:	52,000 feet
Range:	1,943 mi
Armament	
Guns:	20mm cannons
External Armament:	AIR-2A Genie nuclear rockets (*or*) AIM-4 Falcon missiles

F-104A Starfighter

Lockheed Aircraft Corporation

In 1952, C.L. "Kelly" Johnson designed the F-104. This aircraft was among the most successful ever produced. It was the first aircraft to fly at twice the speed of sound and held numerous airspeed and altitude records. Our F-104 served at Edwards flight test center from June 1957 until October 1967. Because of its physical appearance and performance, the F-104 has often been called the "missile with a man in it."

Like the F-84F Thunderstreak before it and the F-16 Fighting Falcon of today, the F-104 was selected for use by the NATO allies. The design was a product of the Korean War. Intended as a point defense interceptor, range was sacrificed for rate of climb. Range, however, can be extended using external tanks and in-flight refueling.

Several F-104 squadrons are still flying today with the air forces of Italy, Germany and Japan. Some F-104s have been modified to include a second cockpit for transition training and some weapons delivery. A reconnaissance version also exists although it never served with the USAF.

Using an accelerated loft technique, some F-104s have been flown to higher than 90,000 feet.

This F-104 was delivered to the Air Force June 29, 1957 and spent its entire service life assigned to the Air Force Flight Test Center, Edwards AFB, California. It retired from service in December 1972.

Description	
Manufacturer:	Lockheed Aircraft Corporation
Designation:	F-104
Version:	A

Serial Number:	56-748
Nickname:	Starfighter
Type:	Fighter
Crew:	1- Pilot
7 Bomb Wing Sponsor:	7 Contracting Squadron
Specifications	
Length:	54' 8"
Height:	13' 5"
Wingspan:	21' 9"
Empty Weight:	14,082 lbs
Max Weight:	28,779 lbs
Propulsion	
No. of Engines:	1
Powerplant:	Various General Electric turbojet engines w/afterburner
Thrust (each):	14,000 to 18,000 lbs
Performance	
Cruise Speed:	519 mph
Max Speed:	1,450 mph
Climb Rate:	50,000 feet per minute
Ceiling:	58,000 ft
Range:	1,000 mi
Armament	
Guns:	M-61 Vulcan 20mm cannon
External Armament:	4,000 lbs of bombs under the wings 2 air-to-air missiles on the wing tips

RF-84F Thunderflash

Republic Aviation

The developing need for a high speed state of the art photo reconnaissance platform and the evolving seriousness of the conflict in Korea led the Air Force to begin studying various options in the late 40's.

On Aug. 15, 1949, Republic presented the Air Force a proposal calling for a reconnaissance version of the F-84F. The first prototype, the YRF-84F made its maiden flight during the first week of February 1952. A total of 715 were built.

The aircraft was modified with six internal cameras in the nose and lower front fuselage. Its primary mission was tactical reconnaissance, including target assessment and coverage of bomber missions. The most obvious change was the splitting of the air intake and moving it to the wing roots. One of the most notable accomplishments of the RF-84F was its use in the Fighter Conveyer (FICON) project, in which it was adapted for carriage by a B-36 Bomber. The FICON project was intended to stretch the range of the Thunderflash.

Modifications comprised a retractable hook in the nose to contact the B-36 trapeze extended from the bomb bay. Only 25 RF-84F's received this modification.

This particular aircraft was delivered to the Air Force July 18, 1955. It flew with the 71st Strategic Recon Wing, Larson AFB, Washington. It was later transferred to the Air National Guard until it was retired in December 1971.

Description	
Manufacturer:	Republic Aviation and General Motors Corporation
Designation:	RF-84

Version:	F
Serial Number:	51-11293
Nickname:	Thunderflash
Type:	Fighter
Crew:	1 - Pilot
Team Dyess Sponsor:	77 Weapons Squadron
Specifications	
Length:	47' 8"
Height:	15'
Wingspan:	33' 7"
Empty Weight:	14,014 lbs
Max Weight:	25,390 lbs
Propulsion	
No. of Engines:	1
Powerplant:	Wright J-65-W-7 turbojet engine
Thrust (each):	7,800 lbs
Performance	
Cruise Speed:	542.00 mph
Max Speed:	679.00 mph
Climb Rate:	5,820 feet per minute
Service Ceiling:	33,300 ft
Range:	2,200 mi
Armament	
Guns:	4 .50 caliber machine guns in the wings

F-89H Scorpion

Northrop Aircraft

One of the most heavily armed fighter aircraft, the F-89 was the backbone of the North American Air Defense Command for more than 17 years.

The F-89 was the first multi-seat, all-weather jet interceptor. It was the first aircraft designed to carry an all-rocket armament and the first to carry the Hughes Falcon air-to-air guided missile.

Northrop was awarded a contract May 3, 1946, to build two prototypes designated XP-89. The XP-89 rolled out of its California plant in the summer of 1948.

After a number of taxiing and brake tests were performed, the XP-89 was moved to the high desert north of Los Angeles known as Muroc Dry Lake (later Edwards AFB). It was at this time it was re-designated as F-89, classifying it as a fighter.

The air and ground crews at Muroc remarked that it looked like a scorpion ready to strike. The name stuck and was later officially recognized by the Air Force.

The F-89 made its maiden flight Aug. 16, 1948, with the first production model being accepted Sept. 28, 1950. At the time of its production, the F-89 had an advanced radar system enabling the crew to track and engage hostile bombers in any weather.

The F-89 helped the Air Defense Command to protect our skies during the period when Soviet intercontinental bombers first became a threat. The Scorpion never fired a shot in anger, but it was a major deterrent against attack during the Cold War in the 1950s. The aircraft on display is a F-89H, but for the purist the wing tanks are incorrect and are from a F-89J.

This F-89H was delivered to the Air Force April 6, 1956, and flew its entire service life with the 3320th Technical Training Wing, Amarillo AFB, Texas, until its retirement in August 1959.

The missile on display in front of the aircraft is a AIR-2A Genie.

Two nuclear warhead AIR-2A Genies could be carried under the wings.	
Description	
Manufacturer:	Northrop Aircraft
Designation:	F-89
Version:	H
Serial Number:	54-0298
Nickname:	Scorpion
Type:	Fighter
Crew:	2 - Pilot and Radar Operator
7 Bomb Wing Sponsor:	7 Communication Squadron
Specifications	
Length:	53’ 10”
Height:	17’ 6”
Wingspan:	59’ 10”
Empty Weight:	25,194 lbs
Max Weight:	42,241 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Allison J-35-A-35 turbojet with afterburner
Thrust (each):	4,00
Performance	
Cruise Speed:	465 mph
Max Speed:	630 mph
Rate of Climb:	8,360 feet per minute
Service Ceiling:	45,000 ft
Range:	1,600 mi
Armament	
Tail Guns:	4 - .50 caliber machine guns
Missiles:	52 - 2.75 in folding-fin rockets 48 70mm rockets AIM-4 Falcon missiles Genie AIR-2A rockets with nuclear warheads

F-86L SabreJet

North American Aviation

In 1944, the war in Europe was close to being over. The Atlantic Wall had been breached, Russian forces were approaching German soil and the Allied forces pounded German cities every day and night.

The Germans unveiled three weapons of the future: the V-1, V-2 and the jet propelled Me 262. These weapons, had they been used properly, could have put an end to the allied air offensive. However, decisions at the top of the German general staff rendered these weapons useless.

The fact the Germans had been able to produce so advanced a fighter well before the Americans came as a profound jolt.

In Nov. 1944, North American Aviation initiated a design study for a high performance aircraft powered by a single jet engine. This design was submitted to the Army Air Force on May 8, 1945, 10 days after VE Day. The aircraft was designated the XP-86.

On Aug. 8, 1947, the first XP-86 rolled out of its hangar and made its maiden flight Oct. 1, 1947. The first production Sabre made its first flight May 20, 1948. The F-86 was the first production jet aircraft to break the sound barrier in 1948.

The F-86 was the mainstay of the allied fighter forces in Korea where it virtually drove opposing MiG-15s out of the sky. There were a total of 9,502 F-86 aircraft built. The aircraft on display here is a modified F-86D which was converted in Nov. 1956 to an F-86L with a wider wing span. A few F-86s are still flying today, most notably in South Korea. The F-86D/L was the first U.S. Air Force interceptor to have all-rocket armament, and the first all-weather interceptor to carry only one man for operating the fire control system as well as flying the airplane.

This F-86 was delivered to the Air Force Aug. 15, 1955 and served with the 331 Fighter Interceptor Squadron, Air Defense Command, Webb AFB, Texas, until it was retired in June 1960.

Description	
Manufacturer:	North American Aviation
Designation:	F-86
Version:	L
Serial Number:	53-4035
Nickname:	SabreJet
Type:	Fighter
Crew:	1 - Pilot
7 Bomb Wing Sponsor:	7 Equipment Maintenance Squadron
Specifications	
Length:	37′ 6″
Height:	14′ 8″
Wingspan:	37′ 1″
Empty Weight:	13,125 lbs
Max Weight:	20,171 lbs
Propulsion	
No. of Engines:	1
Powerplant:	General Electric J-47-GE-17B turbojet engine with afterburner
Thrust:	5,200 lbs
Performance	
Cruise Speed:	550 mph
Max Speed:	707 mph
Rate of Climb:	17,800 feet per minute
Service Ceiling:	49,600
Range:	1,200 miles with external fuel droptanks
Armament	
Guns:	Six .50-cal. machine guns
Bombs:	Up to 2,000 lbs
Rockets:	24 2.75 rocket pod/launcher 8 5″ rockets

F-84F Thunderstreak

Republic Aviation

The origin of the Republic Aircraft Corporation's swept wing F-84 variants can be traced back to the summer of 1944.

The Army Air Force proposed to convert the rugged radial engine P-47 Thunderbolt to a jet power by installing 2 single General Electric TG-180 axial flow turbojets in its fuselage.

Though several years in the making, what eventually emerged became the most famous of Republic's early jet fighter's, the straight winged P/F-84 Thunderjet. The Thunderjet made its first flight on Feb. 28, 1946. Preliminary design on the swept wing version began in March of 1947.

The swept wing Thunderstreak flew June 3, 1950. This version was much more capable and reliable. The F-84 was the first single seat fighter capable of carrying a nuclear weapon. A total of 2,711 were built. The F-84 was the first jet fighter to fly the Atlantic Ocean nonstop using in-flight refueling.

In 1946, a Thunderjet set a world speed record of 611 mph. Different versions of the F-84 saw service in Korea. Some F-84s remained in service until the 1970s.

This F-84F was delivered to Bergstrom AFB, Texas, July 1, 1954. Later, it served with the Texas Air National Guard, Kelly AFB, Texas, where it stayed until its retirement in March 1971.

Description	
Manufacturer:	Republic Aviation and General Motors Corporation
Designation:	F-84
Version:	F

Serial Number:	51-9364
Nickname:	Thunderstreak
Type:	Fighter
Crew:	1 - Pilot
Team Dyess Sponsor:	436 Training Sq & 372 Training Sq
Specifications	
Length:	43' 5"
Height:	14' 5"
Wingspan:	33' 7"
Empty Weight:	13,645 lbs
Gross Weight:	26,998 lbs
Combat Weight:	20,313 lbs
Propulsion	
No. of Engines:	1
Powerplant:	Wright J-65-W-7 turbojet engine
Thrust (each):	7,800 lbs
Performance	
Cruise Speed:	539.00 mph
Max Speed:	695.00 mph
Service Ceiling:	44,450 ft
Range:	2,000 mi
Armament	
Guns:	6 - .50 cal machine guns with 1800 rounds of ammunition
Bombs (*external*)	6,000 lbs

T-37B Tweety Bird

Cessna Aircraft

The T-37 is a twin-engine primary trainer used to instruct students in the fundamentals of jet aircraft handling, instrument, formation, and night flying. Affectionately known as *Tweety Bird*, it was the first USAF jet aircraft designed specifically as a trainer. Its flying characteristics helped prepare student pilots to handle the larger, faster T-38 Talon that they would fly later in the pilot training program.

Side-by-side seating in the T-37 makes training easier and more effective by allowing the instructor to better observe and teach the student.

The pre-production T-37A made its initial flight in 1955, and entered operational service in 1957. Nearly 1,300 T-37A, B, and Cs were built before production ended in the late 1970s.

The aircraft on display was built in 1954 and has less than 1,500 flying hours on the airframe. This particular aircraft is the 6th T-37A built, and it was originally used as a research and test airplane at Edwards AFB, CA, then was stationed at James Connaly AFB, TX, and Sheppard AFB, TX, where it was used as a ground trainer for maintenance personnel. It was converted to a T-37B in 1960. The aircraft displayed has never been painted and is displayed as it would look in 1954.

Description	
Manufacturer:	Cessna Aircraft Corporation
Designation:	T-37
Version:	B
Serial Number:	54-2734
Nickname:	Tweety Bird or Tweet
Type:	Training
Crew:	2 - Student and Instructor
7 Bomb Wing Sponsor:	7 Component Maintenance Squadron

Specifications	
Length:	29′ 3″
Height:	9' 2″
Wingspan:	33' 8"
Empty Weight:	6,211 lbs
Gross Weight:	8,280 lbs
Max Weight:	6,625 lbs
Propulsion	
No. of Engines:	2
Powerplant:	General Electric J-69-5-25
Horsepower:	1,025 lbs
Performance	
Range:	460 miles
Cruise Speed:	350 mph
Max Speed:	410 mph
Ceiling:	35,000 feet
Armament	
None	
A-37 *Dragonfly* version:	Max. of 3,000 lbs. including one GAU-2/A 7.62mm Gattling gun and additional gun pods, high-explosive bombs, fire bombs, rockets, grenades, and/or missiles

T-38A Talon

Northrop Corporation

The T-38 *Talon* was produced for the USAF as its first supersonic jet trainer. The T-38 was used as an advanced trainer for upgrading pilots from the T-37 basic jet trainer to the more maneuverable and faster aircraft they were to later fly. Pilots flying the T-38 gained experience in supersonic flight using its afterburning engines with a top speed of 820 mph.

The first prototype was flown in 1959 with the first T-38A delivered to the USAF in 1961. Production of the T-38 ran from 1961 until 1972 with 1,100 T-38 produced and 800 still in operational service throughout the Air Force.

The very distinctive colors on this aircraft are known as aggressor camouflage, this aircraft was used in aerial dogfight training to simulate Soviet block aircraft during the cold war. This particular aircraft was last assigned to Sheppard AFB TX, where it was used as a ground trainer for maintenance personnel.

Description	
Manufacturer:	Northrop Corporation
Designation:	T-38
Version:	A
Serial Number:	60-0592
Nickname:	Talon
Type:	Training
Crew:	2 - Student and Instructor
Team Dyess Sponsor:	317 Aircraft Maintenance Squadron

Specifications	
Length:	46′ 4″
Height:	12′ 10″
Wingspan:	25′ 3″
Empty Weight:	7,175 lbs
Max Weight:	12,093 lbs
Propulsion	
No. of Engines:	2
Powerplant:	General Electric J-85_GE-5 turbojets w/afterburners
Thrust (each):	3,850 lbs
Performance	
Range:	1,093 miles
Cruise Speed:	767 mph
Max Speed:	860 mph (Mach 1.2 at sea level)
Ceiling:	55,000 feet
Armament	
None	

T-6F Texan

North American Aviation

Whether you called it the Texan, Harvard, Yale, J-Bird, Mosquito or simply the T-6, the North American T-6 trainer was one of the most important aircraft designs of the World War II era.

The T-6 *Texan* was built in more numbers than most of the aircraft that it trained for. There were 15,495 Texans built by North American Aviation and the foreign companies under license.

Although designed as a basic trainer, the T-6 was used in a number of other roles including; advanced trainer, fighter, interceptor, fighter-bomber, forward air control and counter-insurgency. The *Texan* served with at least 55 air forces throughout the world. It served in World War II and Korea.

The *Texan* also saw action in dozens of brush-fire wars around the world including Algeria, the Congo, Biafra, the Middle East and Latin America.

Despite its impressive war record, the *Texan* is best known as a trainer. There have been many other aircraft developed for training, but only the *Texan* is known by the name, "Pilot Maker."

The North American trainer design, factory coded NA-16, was a blend of the traditional , and the innovative. The NA-16 rolled out and flew for the first time April 1, 1935.

The Army liked the aircraft, but wanted some changes done before it would approve it for production. Once the changes were completed, the Army inspected the prototype, NA-18 and ordered 42 under the designation BT-9. It wasn't until 1940 that it was designated the T-6.

The aircraft on display here is an AT-6F which was built in Dallas, Texas, and was delivered to Love Field, Texas on March 11, 1945. It was retired from service in September 1955 and was sold as surplus to a civilian owner who flew this aircraft in several movies including "Tora, Tora, Tora"

and "Midway" painted to represent a Japanese fighter. The aircraft was donated back to the Air Force Museum and is now painted in the colors of Avenger Field, Sweetwater, Texas, home of the Woman's Air Force Service Pilots (WASP).	
Description	
Manufacturer:	North American Aviation
Designation:	T-6
Version:	F
Serial Number:	44-81819
Nickname:	Texan
Type:	Trainer
Crew:	2 - Instructor and student
Team Dyess Sponsor:	337 Testing Squadron
Specifications	
Length:	28’ 11 7/8”
Wingspan:	42’ 1/4”
Gross Weight:	5,300 lbs
Max Weight:	5,617 lbs
Propulsion	
No. of Engines:	1
Powerplant:	Pratt & Whitney R1340 air cooled radial engine
Horsepower:	550
Performance	
Cruise Speed:	150 mph
Max Speed:	240 mph
Ceiling:	23,500 ft
Range:	770 mi
Armament for AT-6 Version	
Guns:	Underwing gun
External Armament:	Rocket pods

T-33A Shooting Star

Lockheed Aircraft

The T-33 trainer, "T-Bird," came from the F-80 fighter which also bore the name Shooting Star.

By adding three feet to the fuselage the world's first jet trainer was born. Design work began in 1943 with the first flight on Jan. 8, 1944. The F-80, then P-80, was the first jet fighter to enter squadron service in the Army Air Force and saw action in Korea. As more advanced jets entered service, the F-80 took on another role - training jet pilots.

The cockpit grew to two places and the six machine guns came out. Some T-33s kept two machine guns for gunnery training and some allies used T- 33s in the 1960s, but T-33s continued to fly as currency trainers and test platforms right into the 1980s.

T-33s have also been built under license in Canada and Japan. A reconnaissance version, RT-33, was built for export. The Navy used the T-33 re-designating it as the T-1A Sea Star.

Our T-33 was stationed at Big Springs AFB, Texas, from March 1952 until February 1953. It was later assigned to the 3560 Pilot Training Wing, Webb AFB, Texas, in 1954 where it remained until being retired in September 1961. The pylons mounted under the wings were used to carry a variety of test equipment including ECM pods and chaff dispensers.

Description	
Manufacturer:	Lockheed Aircraft Corporation
Designation:	T-33
Version:	A
Serial Number:	51-4300
Nickname:	Shooting Star

Type:	Trainer
Crew:	2 - Instructor and student
7 Bomb Wing Sponsor:	7 Mission Support Grp & Force Sup Sq
Specifications	
Length:	37’ 8”
Height:	11’ 8”
Wingspan:	42’ 5”
Empty Weight:	8,804 lbs
Max Weight:	16,800 lbs with full fuel tiptanks
Propulsion	
No. of Engines:	1
Powerplant:	Allison J-33-35 turbojet
Thrust (*each*):	5,200 lbs
Performance	
Max Speed:	543 mph
Ceiling:	47,500 ft
Range:	1,350 mi
Armament (none)	

T-29C Flying Classroom

Convair

The T-29/C-131 series of aircraft was one of the military's many cost saving examples for its utility and transport needs. The first military Convair-Liner was accepted March 8, 1950.

Military production eventually eclipsed civil production with the last Convair-Liner being a military Canadair CL-66B which was delivered March 3, 1961. A total of 472 military Convair-Liners were built.

Today the Convair-Liner continues to fly on both civilian and military rosters, attesting to its reliability throughout the years. Some were used as navigation trainers, others as transports.

The aircraft on display was used for navigator training, having individual stations and instruments for each of the 10 students who would take turns navigating the aircraft.

Many T-29s were put into service as staff transports. Others, designated C-131, served as flying ambulances and carried the name Samaritan. The C-131 could accommodate four crew members and up to 48 passengers.

This T-29 was delivered to the Air Force Oct. 26, 1954 and served at Harlingen AFB and James Connally AFB, Texas, between March 1960 and October 1965. The Air Force later retired it in March 1975 turning it over to the Navy.

Description	
Manufacturer:	Consolidated Vultee Aircraft Corporation (Convair), later Convair Division of General Dynamics.
Designation:	T-29
Version:	C
Serial Number:	52-1175
Nickname:	Flying Classroom

Type:	Cargo / Transport
Crew:	4 - With up to 48 passengers
7 Bomb Wing Sponsor:	7 Med Support Sq & Med Operations Sq
Specifications	
Length:	74’ 8”
Height:	27’ 3
Wingspan:	91’ 9”
Gross Weight:	29,248 lbs
Max Weight:	47,000 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Pratt & Whitney R-2800-99W, 18 cylinder Double Wasp piston engines
Horsepower (each):	2,500
Performance	
Cruise Speed:	270 mph
Max Speed:	300 mph
Service Ceiling:	30,000 ft
Range:	1,500 mi

T-39A Saberliner

North American Aviation

In August 1956, North American Aviation started work on the NA-246 as a private venture in response to an Air Force requirement which called for a combat readiness trainer and utility aircraft.

The first flight of the T-39 came Sept. 16, 1958 with the first production model flying June 30, 1960. By the end of 1963, the Air Force had taken delivery of 143 T-39As.

The majority of T-39s were used as six-seat utility transports. They have been used by all the major commands in the Air Force and have seen duty with the U.S. Navy and Marine Corps. The T-39s in Air Training Command were assigned to instructor pilot training school at Randolph AFB, Texas.

T-39Bs have been used as radar system trainers for F-105 Thunderchief pilots. Also, in 1968, three former T-39As, redesignated T-39F, were modified to carry the F-105G's Wild Weasel electronic countermeasures set. They were given the nickname "Teeny Weeny Weasels."

Our Saberliner was delivered to the Air Force Feb. 4, 1962. It arrived here from Randolph AFB, Texas, on October 5, 1985.

Description	
Manufacturer:	Rockwell/North American Aviation
Designation:	T-39
Version:	A
Serial Number:	61-0634
Nickname:	Saberliner
Type:	Training
Crew:	2 - Pilot, Copilot and up to six passengers
7 Bomb Wing Sponsor:	7 Logistics Readiness Squadron

Specifications	
Length:	43’ 9”
Height:	16'
Wingspan:	44' 6"
Gross Weight:	9,265 lbs
Max. Weight:	17,760 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Pratt & Whitney J60-P-3A
Thrust:	3,300 lbs
Performance	
Cruise Speed:	500 mph
Max Speed:	595 mph
Ceiling:	39,000 ft
Range:	1,950 mi
Armament (*none*)	

T-34B Mentor

Beechcraft Aircraft

The T-34 Mentor began as a private venture designed by Walter Beech shortly after WW II. Beech felt that there was a market for a military trainer based on the Model 35 Bonanza which had been flying for about a year.

Beech used the Bonanza as a starting point and began work on the design of the Model 45. The first two prototypes were powered by 205 hp Continental engines while the third had a more powerful 225 horsepower engine. The prototype made its first flight Dec. 2, 1948. The aircraft were then shown to the Air Force which ordered three military test aircraft under the designation YT-34. It wasn't until late 1952 the Air Force ordered the YT-34 into production under the designation T-34.

The T-34 spent a quarter of a century in use as a pilot trainer. The first of 350 aircraft were delivered to the Air Force in 1953 with the Navy receiving its first of 423 aircraft in 1954.

The T-34 design was rugged and reliable and best of all it was all metal construction. Many trainers as late as WW II were not. The T-34 also had many parts in common with different models of the Beech Bonanza and Debonair. Replacement parts were readily available and kept costs down.

Both the Air Force and the Navy found it to be an excellent aircraft. Particularly for the intermediate phase of training before going to jet aircraft.

In 1973, some T-34s received turboprop engines with about twice the power of the piston engine. This model, the T-34B, was used both as a trainer and light attack aircraft. The U.S. Navy and some Latin American countries are still using the turboprop version today.

This T-34B was delivered to the Navy Feb. 21, 1956 and was retired from service Sept. 30, 1960. It has only 1,123 flying hours on the airframe. It has been restored to a standard paint scheme of the T-34s which flew with the Air Force.

Description	
Manufacturer:	Beechcraft Aircraft Company
Designation:	T-34

Version:	B
Serial Number:	140810
Nickname:	Mentor
Type:	Training
Crew:	2 - Student and Instructor
7 Bomb Wing Sponsor:	7 Medical Group & Aeromedical Sq
Specifications	
Length:	25' 11"
Height:	9' 7"
Wingspan:	32' 10"
Empty Weight:	2,254 lbs
Gross Weight:	3,000 lbs
Propulsion	
No. of Engines:	1
Powerplant:	Continental piston engine
Horsepower:	225
Performance	
Range:	975 mi
Cruise Speed:	173 mph
Max Speed:	189 mph
Climb Rate:	1,200 feet per minute
Ceiling:	19,500 ft
Armament (*none*)	

HU-16E Albatross

Grumman Aircraft Corporation

The Albatross first flew Oct. 1, 1947, and entered military service in July 1949. A total of 305 HU-16s were delivered to the Air Force, Navy and Coast Guard.

The Albatross could land on ice, water or land. Many people called it the "unique triphibian." It served in many roles including anti-submarine patrol, search and rescue, utility transport and coastal surveillance. The Albatross left U.S. service in 1976. Some are still flying today abroad and with civilian operators.

Intended for use as an antisubmarine patrol plane, it found more practical use as an air-sea rescuer. Its service ceiling was rarely ever attained because seaplanes usually worked close to the surface of the water.

The Albatross is credited with more than 1,000 rescue missions during the Korean Conflict alone. A few Albatrosses have been adapted as commercial transports, some with turboprop engines.

Occasionally, Albatrosses have landed directly onto ice caps using their hulls instead of landing gear. The Albatross was also capable of taking off from this configuration as well. As an amphibian, the Albatross was usually based at an airport for ease of maintenance, but could still operate off the water surface if necessary.

This aircraft was delivered to the Air Force in December 1953. In February 1959, the Air Force dropped it from service, but the Coast Guard had a use for it and kept it in service until July 1982.

Description	
Manufacturer:	Grumman Aircraft Corporation
Designation:	HU-16
Version:	E
Serial Number:	51-7251
Nickname:	Albatross

Type:	General Purpose Utility Amphibian
Crew:	Five
7 Bomb Wing Sponsor:	7 Maintenance Group
Specifications	
Length:	61' 3"
Height:	25' 10"
Wingspan:	96' 8"
Empty Weight:	22,883 lbs
Max Weight:	35,700 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Cyclone R-1820-76A radial piston engines JATO (Jet assisted take-off) was used when heavily loaded
Horsepower (each):	1,425
Performance	
Cruise Speed:	225 mph
Max Speed:	264 mph
Service Ceiling:	21,500 ft
Range:	2,700 mi
Armament	
Bombs	Depth charges for anti-submarine role

C-123K Provider

Fairchild Aircraft Industries

Here was an altogether remarkable aircraft. The C-123 design began as a glider and first flew in 1949.

It was later expanded to include engines and made its first flight in 1953. In either case, the aircraft was very maneuverable at low speeds. This made the powered version an excellent tactical transport.

During its early career, C-123s were often used as transports for paratroopers. Later, in the Vietnam era, it became an all purpose tactical aircraft often working with special forces. The C-123 was the primary aircraft used in Operation Ranch Hand, the spraying of the jungle with a defoliaging agent to clear vegetation to help stop enemy troop movements.

This C-123 was originally delivered to the Air Force as a C-123B which was the first production series and was later modified to a C-123K.

Some, like the aircraft you see here, had two small jet engines added to their outer wings to give them improved takeoff performance from short runways.

This C-123 was delivered to the Air Force in November 1955. It spent most of its service life stateside -- from Georgia, to Florida, to Pennsylvania. It was retired from service in August 1981.

Description	
Manufacturer:	Chase/Kaiser-Frazier with major production by Fairchild Aircraft Industries
Designation:	C-123
Version:	K
Serial Number:	54-604

Nickname:	Provider
Type:	Cargo / Transport
Crew:	Two pilots
Team Dyess Sponsor:	317 Aircraft Maintenance Squadron
Specifications	
Length:	76' 3"
Height:	34' 6"
Wingspan:	110'
Wing Area:	1223 Sq Ft
Gross Weight:	60,000 lbs
Empty Weight:	29,900 lbs
Cargo:	15,000 lbs , can carry 61 troops or 50 litter with six sitting wounded and six attendants
Propulsion	
No. of Engines:	2
Powerplant:	Pratt & Whitney R-2800-99W, 18 cylinder Double Wasp piston engines. Later variant included two J-85-17 general Electric turbojet engines producing 2,850 lbs of thrust.
Horsepower:	2,300
Performance	
Cruise Speed:	170.00 mph
Max Speed:	245.00 mph
Service Ceiling:	29,000 Ft
Range:	1,470 mi

C-7A Caribou

DeHavilland

Tail number 57-3082 began its long career as the fourth of the initial batch of five YAC-1 "*Caribou*" produced for the U.S. Army. Records show the Air Force took initial delivery of the aircraft, but immediately transferred responsibility to the U.S. Army.

The first three of five production models for the Army were delivered in a ceremony on 8 November, 1959, at the DeHavilland production facility outside Toronto, Canada. The Army took delivery of tail number 57-3082 three weeks later.

This aircraft along with the four other prototypes went through evaluation trials at different U.S. Army bases. Soon after, tail number 57-3082 was redesignated YC-7A.

In early 1966, the Army and Air Force Chiefs of Staff agreed to transfer the Army Caribou force to the Air Force. The aircraft and equipment were transferred on 31 December, 1966. The Air Force in return renounced its claims to a helicopter airlift arm.

At this time, 57-3082 was transferred to Headquarters Air Force Logistics Command, Wright-Patterson AFB, Ohio, until 13 March, 1975, where it was deployed to Fort Bragg, North Carolina. Here, while still assigned to the Air Force, it began the exciting job of working with the U.S. Army parachute team, the Golden Knights.

The Golden Knights used the C-7 as its primary platform for its aerial demonstration team. The aircraft transported the team around the U.S., performing at airshow demonstrations and special events.

On March 7, 1980, 57-3082 was transferred back to the U. S. Army inventory where the Golden Knights continued to fly it until they converted to the Fokker C-31 in 1985.

The 463 Airlift Wing decided to add the C-7 to the airlift portion of our Linear Air Park in 1990. Plans were set to pick up the C-7 when Desert Shield and Desert Storm began. A year later, personnel from the 463 Maintenance Squadron deployed to Pope AFB, NC, to disassemble the aircraft and ship it to Dyess via a C-5B Galaxy. The aircraft was officially dedicated as a part of the Linear Air Park on 2 May, 1992.

Description	
Manufacturer:	DeHavilland of Canada
Designation:	C-7
Version:	A
Serial Number:	57-3082
Nickname:	Caribou
Type:	Prototype
Crew:	3 - Pilot, Copilot and Flight Engineer/Load Master
Team Dyess Sponsor:	40 Airlift Squadron
Specifications	
Length:	72’ 7”
Height:	31’ 10”
Wingspan:	95’ 7”
Weight:	18,380 lbs
Gross Weight:	26,000 lbs
Payload:	8,740 lbs; 32 passengers; 26 paratroopers;
Propulsion	
No. of Engines:	2
Powerplant:	Pratt & Whitney R-2000-7M2 Fourteen Cylinder tow- row Radial Air Cooled engine with Hamilton Standard three blade fully-feathering
Horsepower (each):	1,450
Performance	
Range:	1,400 mi
Cruise Speed:	182 mph
Max Speed:	216 mph
Ceiling:	27,700 ft
Armament (*none*)	

C-47A Skytrain

Douglas Aircraft

The C-47, or DC-3 in civilian life, is a fly forever airplane. Some are still in service here and there. First deliveries to the Army Air Force occurred in 1938. It was already a money making airliner.

The C-47 served as a passenger transport, cargo plane, flying ambulance, paratroop plane, glider tow and trainer and an impromptu bomber. During World War II, float and glider variants also existed. During Vietnam, AC-47 gunships carrying three 7.62mm Gatling guns provided close air support for allied ground forces.

The C-47 had several names: Skytrain, Skytrooper and Dakota. But everyone knew it as the "Gooney Bird". In some respects this airplane stands out as no other does having served in World War II, the Korean Conflict, Vietnam and more recently serving as transports with the Turkish Air Force during Desert Shield and Desert Storm.

It brought practical aviation to the world. Easily flown and maintained, capable of operating from primitive airstrips, it delivered passengers and cargo where no other airplane could. It opened horizons for aviation and the people it served. The Russians, who built copies of it, gave it the ultimate compliment -- they claimed to have invented it.

Our C-47 wears the paint scheme of aircraft participating in the Normandy Invasion, June 1944. Hundreds of C-47s, flew on D-Day towing gliders, dropping paratroopers and helping seal the beaches from German reinforcements. Our C-47 last flew with the U.S. Customs Service.

Description	
Manufacturer:	Douglas Aircraft
Designation:	C-47

Version:	A
Serial Number:	41-108808
Nickname:	Skytrain
Type:	Cargo / Transport
Tean Dyess Sponsor:	39 Airlift Squadron
Specifications	
Length:	63' 9"
Height:	17'
Wingspan:	95' 6"
Wingarea:	987 Sq Ft
Empty Weight:	16,970 lbs
Fully Loaded Weight:	33,000 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Pratt & Whitney R-1830-92 Twin Wasp 14 cylinder radial piston engine
Thrust (each):	1,200 horsepower
Performance	
Cruise Speed:	207 mph
Max Speed:	230 mph
Service Ceiling:	23,000 Ft
Range:	1,600 miles

C-130A Hercules

The "City of Ardmore"

Lockheed Aircraft

The first operational C-130 was delivered to the 463rd Troop Carrier Wing, now the 463rd Airlift Wing, at Ardmore AFB, Okla., Dec. 9, 1956. The C-130 you see in front of you is that aircraft.

C-130s serve with the U.S. Air Force, U.S. Navy, U.S. Marine Corps and the U.S. Coast Guard, it is used commercially and has been exported to more than 46 countries around the world. There are no plans to retire the C-130 from service. In fact, the Air Force recently purchased more C-130s.

C-130s have been used in numerous roles: as troop carriers, radio relay stations, refuelers, gunships, search and rescue, and firefighters to name a few. The Navy tested it for use on aircraft carriers. It proved it could land and takeoff from the deck, but was later decided it was too big to put in the hanger deck.

The "City of Ardmore" saw action in Europe, Africa, Japan, Okinawa and Vietnam. It was deployed as a part of President Dwight D. Eisenhower's 1958 peacekeeping forces rushing people and supplies into Lebanon and the Taiwan Straits.

During a combat tour with the 374th Tactical Airlift Wing, the Ardmore was peppered by ground fire while delivering cargo to troops in Vietnam. This resulted in fuel spewing onto the cargo ramp and eventually catching on fire, crippling the aircraft. The loadmaster was wounded and so grateful the Ardmore was able to make it back to base, he donated his purple heart to the aircraft where it remains on display.

After some emergency repairs, the Ardmore was sent to the states for more extensive repairs. Lockheed people found holes covering the plane's

underside, wheel-well doors, jump doors and engine hoods. The Ardmore was back in action six months later continuing to serve until it was retired Oct. 9, 1989.	
Description	
Manufacturer:	Lockheed Aircraft Corporation
Designation:	C-130
Version:	A
Serial Number:	55-0023
Nickname:	Hercules
Type:	Cargo / Transport
Crew:	Five - Pilot, Copilot, Navigator, Flight Engineer and Loadmaster
Team Dyess Sponsor:	317th Airlift Group, 317 Operatrion Support Sq and the Airlifter Association
Specifications	
Length:	97' 9"
Height:	38' 3"
Wingspan:	132' 7"
Wing Area:	1745 sq ft
Gross Weight:	108,000 lbs
Empty Weight:	57,892 lbs
Max Weight:	124,200 lbs
Fuel Capacity:	5,080 gal
Propulsion	
No. of Engines:	4
Powerplant:	3,750 Horsepower Allison T56-A-9 truboprop engines with constant speed fully feathered reversible pitch propellers. Also capable of carrying eight Aerojet General 15KS-1000 JATO units producing 1,000 lbs of thrust each.
Performance	
Cruise Speed:	345 mph
Max Speed:	245 mph
Service Ceiling:	33,000 ft
Range:	3,400 mi

EB-57B Canberra

Glen L. Martin

In 1951, the United States broke a long-standing tradition by purchasing a foreign military aircraft to be manufactured in quantity for the U.S. Air Force.

The origins of the B-57 Canberra can be traced indirectly to the latter part of World War II when the Luftwaffe began combat operations with two jet propelled aircraft. The Messerschmidt and the Arado. Although the introduction of these two aircraft was too late to affect the outcome of the war, it sent a shock throughout the allied air forces.

The first Canberra in American colors flew in 1951 with the first American built Canberra or Intruder in 1953. The B-57 has served as a light bomber and as a reconnaissance aircraft. American built Canberras have also been exported to Turkey as well as other countries.

One version, the RB-57 with greatly enlarged wings, served as a stratospheric reconnaissance aircraft. Other B-57s served as tactical aircraft in Vietnam. One very unique feature about the B-57 was its rotating bomb bay door. The bombs were loaded on the door assembly itself which would rotate completely inside the bomb bay prior to weapon release.

The aircraft on display here is an EB-57B electronic warfare version called the "Night Intruder". It dispensed chaff to jam hostile radar transmissions. Other B-57s were used to tow targets and as transitional trainers for jet aircrews. This was delivered to the Air Force Nov. 5, 1954 and was retired from service Dec. 3, 1981.

Description	
Manufacturer:	Glen L. Martin
Designation:	EB-57
Version:	B

Serial Number:	52-1504
Nickname:	Canberra
Type:	Electronic Warfare / Special Electonics
Crew:	2 - Pilot and Weapons/Radar Operator
7 Bomb Wing Sponsor:	7 Bomb Wing Staff/Director of Staff/WSA
Specifications	
Length:	65' 6"
Height:	15' 6"
Wingspan:	64'
Empty Weight:	26,000 lbs
Max Weight:	55,000 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Wright turbojet J-65-W-5
Thrust (each):	7,200 lbs
Performance	
Cruise Speed:	450 mph
Max Speed:	582 mph
Service Ceiling:	48,000 ft
Range:	2,300 miles
Armament	
Guns:	4 - 20mm cannons (*or*) 8 - .50 caliber machine guns
Bombs (*internal*)	5,000 lbs
Bombs (*external*)	4 weapons pylons for bombs or rockets

A-26C Invader

Douglas Aircraft

The Douglas A-26 Invader was probably one of the most unheralded U.S. aircraft during its years of service. Overshadowed by the more glamorous types or assigned roles, which kept it out of the public view, the Invader amassed a record the likes of which few other U.S. planes ever achieved.

It is one of the few American designs to be developed, evaluated and produced during World War II and it has the distinction of being one of the few U.S. combat aircraft to serve in that war, the Korean Conflict, and in Vietnam.

The A-26 first flew in 1942 and by 1945 was heavily used throughout the European an Pacific theaters of World War II. Modified A-26s saw duty as night intruders against pinpoint targets and as night fighters. They also served in the Korean Conflict providing ground support to allied armies.

In 1948, the A-26 became the B-26. The Air Force re-designated it as a member of the bomber family instead of the attack family.

Vietnam produced more roles for the B-26. With new radar and other modifications, they often supported special forces in night missions. Some B-26s accompanied jet fighters in day attacks and dug out targets that the jets could not reach.

Our A-26 was delivered to the Air Force July 19, 1945, and was assigned to Biggs AFB, Texas. It was dropped from the inventory in April 1958 and later became a civil transport and flying test bed.

Description	
Manufacturer:	Douglas
Designation:	A-26
Version:	C
Serial Number:	44-35913
Nickname:	Invader

Equivalent to:	B-26C
Type:	Attack Bomber (Light)
Crew:	3
7 Bomb Wing Sponsor:	7 Bomb Wing/Judge Advocate Office
Specifications	
Length:	51' 3"
Height:	18' 6"
Wingspan:	70' 0"
Wingarea:	540.00 Sq Ft
Empty Weight:	22850.0 lbs
Gross Weight:	27600.0 lbs
Max Weight:	35000.0 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Pratt & Whitney R-2800-27
Horsepower (each):	2000
Performance	
Range:	1400 miles
Cruise Speed:	284.00 mph
Max Speed:	337.00 mph
Ceiling:	22100.0 ft
Armament	
Guns:	8 .50-caliber machine guns in the nose
Bombs (*internal*):	4,000 lbs
Bombs (*external*):	Wing attachment points for rockets

O-2A Skymaster

Cessna Aircraft

Originally this airplane was a Cessna 337 Super Skymaster. This unorthodox all-metal business aircraft resulted from several years of study by Cessna aimed at producing a twin-engine airplane that would be simple to fly, low in cost, safe and comfortable, while offering all the traditional advantages of two engines.

The Air Force bought this aircraft off the shelf for Forward Air Controller service in 1967 and classified it the O-2. This particular aircraft is an A model which was used as a Forward Air Controller. "B" models were used for low-level propaganda broadcasts.

This aircraft was stationed at Da Nang and Cam Ranhh Bay ABs, Vietnam, from Dec. 1967 until March 1971. If you look closely at the rear engine lower cowling, left rear boom, and vertical stabilizer you can see patches that are repairs from small arms fire the aircraft received. Many of the O-2s supported special forces' operations.

The great advantage of the front and back engine arrangement was in not having to compensate for off-center thrust should one of the engines go out. Originally, Cessna intended this feature as an aid to pilots who were transitioning from single to twin engine aircraft.

In tactical operations this arrangement provided a margin of safety not otherwise attainable. When used as either a Forward Air Controller or as a Propaganda Broadcast aircraft, the O-2 spent most of its time flying above tree tops.

As a Forward Air Controller the O-2 was responsible for visual reconnaissance, target identification, target marking, ground to air coordination and damage assessment.

This particular O-2A was delivered to the Air Force June 27, 1967 and was retired from service in 1982.

Description	
Manufacturer:	Cessna Aircraft Company
Designation:	O-2
Version:	A

Serial Number:	67-21326
Nickname:	Skymaster
Type:	Observation & Communication
Crew:	2 - Pilot and Observer
Team Dyess Sponsor:	Company Grade Officer Council/Association
Specifications	
Length:	29' 9"
Height:	9' 2"
Wingspan:	38' 2"
Gross Weight:	2,705 lbs
Max Weight:	4,630 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Continental 10-360 flat six piston engines
Horsepower (*each*):	210
Performance	
Cruise Speed:	196 mph
Max Speed:	205 mph
Service Ceiling:	19,300 ft
Range:	1,325 mi
Armament	
Wing mount points:	Wing gun pods, flares or marker rockets

RB-66B Destroyer

Douglas Aircraft

The B-66 was developed from the Navy A-3D "Skywarrior" for USAF use as a tactical light bomber and photo reconnaissance aircraft. The B-66 became operational in 1956, with production ending in 1958.

The RB-66B recon version was the first production series and totaled 155 of the 294 B-66 built. The B-66 was the last tactical bomber built for the USAF, and only the B-66B was designed exclusively as a bomber, others served as tactical recon aircraft while the final version, the WB-66D, was designed for electronic weather reconnaissance.

The RB-66B on display was modified for service in Vietnam having cameras mounted along the bottom of the fuselage and a chaff dispenser replaced the tail gun turret.

This aircraft last served at Bergstrom AFB and is one of only seven still in existence.

Description	
Manufacturer:	Douglas Aircraft Company
Designation:	RB-66
Version:	B
Serial Number:	53-0466
Nickname:	Destroyer
Type:	General Reconnaissance
Crew:	Three
7 Bomb Wing Sponsor:	7 Munitions Squadron
Specifications	
Length:	75' 2"
Height:	23' 7"
Wingspan:	72' 6"

Empty Weight:	43,476 lbs
Gross Weight:	59,550 lbs
Max Weight:	83,000 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Allison J71-A-13 turbojets (*and*) 12 - 1,000 lb JATO Bottles
Thrust (each engine):	10,000 lbs
Performance	
Cruise Speed:	525 mph
Max Speed:	585 mph
Service Ceiling:	43,000 ft
Range:	1,800 mi
Armament	
Guns:	2 - 20mm cannons
Bombs:	8,044 lbs of photo flash bombs

F-15A Eagle

McDonnell Douglas

The F-15A Eagle is an all-weather fighter designed to gain and maintain air supremacy. First flown in 1972, the Eagle entered U.S. Air Force service in 1974. The Air Force ordered more than 350 "A" models for operational service. It was the first U.S. fighter with engine thrust greater than the basic weight of the aircraft, allowing it to accelerate while in a vertical climb.

The *Eagle* first flew on July 27, 1972, at Edwards AFB, Calif., and it has been produced in single-seat (F-15A and C) and two-seat versions (F-15B and D) over its many years of service. The two-seat F-15E *Strike Eagle* version is a dual-role fighter that can engage both ground and air targets. Also, various models of F-15s are used by Israel, Japan, Saudi Arabia, the Republic of Singapore and South Korea.

F-15C, -D, and -E models participated in Operation Desert Storm in 1991, accounting for 32 of 36 USAF air-to-air victories and also attacking Iraqi ground targets. F-15s also served in Bosnia (1994), downed three Serbian MiG-29 fighters in Operation Allied Force (1999), and enforced no-fly zones over Iraq in the 1990s. Eagles also hit Afghanistan targets in Operation Enduring Freedom, and the F-15E version performed air-to-ground missions in Operation Iraqi Freedom.

This F-15A on display (S/N 76-0067) was last utilized at Sheppard AFB, Texas, as a maintenance training aid.

Crew = 1; Range = 3,000 miles with external fuel tanks; Max. Speed = Over 1,875 mph; Armament = Guns: 1 – M61A1 20mm Vulcan canon; Missiles: 4 – AIM, 7 Sparrows, 4 — AIM-9 Sidewinders; External Armament: Underwing hard points for up to 15,000 lbs of bombs, rockets and external fuel tanks.

Description	
Manufacturer:	McDonnell Douglas
Designation:	F-15
Version:	A
Serial Number:	76-0067
Nickname:	Eagle
Type:	Fighter
Crew:	1- Pilot
7 Bomb Wing Sponsor:	7 Munitions Squadron
Specifications	
Length:	63.8′
Height:	18.5′
Wingspan:	42.8′
Empty Weight:	56,000 lbs
Max Weight:	68,000 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Pratt & Whitney F-100-PW-100 w/afterburner
Thrust (each):	25,000 lbs
Performance	
Cruise Speed:	570 mph
Max Speed:	Over 1,875 mph
Ceiling:	65,000 ft
Combat Radius:	1,150 mi
Range:	3,000 mi range with conformal fuel tanks and three external fuel tanks.
Armament	
Guns:	1 – M61A1 20mm Vulcan canon
Missiles	4 – AIM-7 Sparrows; 4—AIM-9 Sidewinders
External Armament:	Underwing hard points for up to 15,000 lbs of bombs, rockets and external fuel tanks.

F-111A Aardvark

General Dynamics

The F-111 was a long-range, all-weather strike aircraft capable of navigating at low level to destroy targets deep in enemy territory. The versatile F-111 *Aardvark* entered the U.S. Air Force inventory in 1967 and the fighter version was retired in 1996 (the electronic warfare EF-111A served until 1998). The aircraft was originally conceived in 1960 to combine the USAF requirement for a fighter-bomber with Navy's need for an air-superiority fighter, though the Navy eventually cancelled its program. The first flight of the F-111A took place in December 1964.

Primarily a bomber, the F-111 featured a sweep wing varying between 16 degrees and 72.5 degrees, with side-by-side seating for a pilot and weapons systems officer. The F-111's wings are straight for take-offs, landings or slow speed flight; by sweeping its wings rearward, it could exceed twice the speed of sound (Mach 2). The F-111F was equipped with an all-weather AN/AVQ-26 Pave Tack infra-red targeting designator/reader carried in a pod-mounted turret under the fuselage. It could track and designate ground targets for targets for laser, infra-red and electro-optical bombs. This airframe was also one of the first aircraft to utilize an all-terrain auto-pilot guidance system that allowed the aircraft to fly extremely low level and quickly adjust to approaching elevations. The F-111F was one of the most effective Allied aircraft in OPERATION DESERT STORM (1991), flying more than 2,400 sorties against Iraqi strategic sites, vehicle formations and hardened bunkers.

In all, 566 F-111s of all series were built; 106 of them were production F-111Fs. This F-111A on display (S/N 67-0057) was initially delivered to the Air Force on November 13, 1968 and assigned to the 428 Tactical Fighter Squadron, 474 Tactical Fighter Wing, Nellis AFB, NV and the 366 Tactical Fighter Wing, Mountain Home, ID. It came to Dyess AFB, TX after being a ground trainer at Sheppard AFB, TX. The F-1111A on static display carries the paint scheme and markings of the 9 BMS Squadron Commander and his navigator who died in an F-111A crash while returning to Carswell AFB, TX after an 8-hour mission.

Description	
Manufacturer:	General Dynamics
Designation:	F-111
Version:	A
Serial Number:	67-0057
Nickname:	Aardvark
Type:	Fighter/Bomber
Crew:	1- Pilot; 1- Navigator
7 Bomb Wing Sponsor:	7 Aircraft Maintenance Squadron
Specifications	
Length:	66' 9"
Height:	18' 7.5"
Wingspan:	42' 9.75"
Empty Weight:	56,000 lbs
Max Weight:	100,000 lbs
Propulsion	
No. of Engines:	2
Powerplant:	Pratt & Whitney TF30-P-111 w/afterburner
Thrust (each):	25,000 lbs
Performance	
Max Speed:	Over 1,452 mph (Mach 2)
Range:	3,632 mi
Armament	
Guns:	1 – M61A1 20mm Vulcan canon
Missiles	6 – AGM-69A SRAM
Armament:	Up to 24 conventional or nuclear weapons.

EB-47E Stratojet

Boeing Aircraft

The B-47 *Stratojet* was the first all-jet production bomber in the Air Force and was the backbone of SAC's bomber fleet in the 1950s. The Air Force liked Boeing's design and ordered two prototypes. The first one, designated the XB-47, rolled out of its Seattle hangar Sept. 12, 1947. It made its maiden flight Dec. 17, 1947.

The B-47 was classified as a medium bomber and was not intended for worldwide missions even though it could be refueled in flight. The B-47 proved very versatile and underwent many modifications. The earlier A models had a clear plexiglass bombardier nose and two .50-cal. machine guns in the tail.

The E-models were upscaled to two 20mm cannons, the clear nose was eliminated and an optical dome was installed for the horizontal periscope bombsight. The E models also received new engines capable of 7,200 lbs, of wet thrust (water, alcohol injection). Through its modifications the B-47's weight climbed, from 125,000 lbs. to 221,000 lbs.

This EB-47E was delivered to the Air Force Sept. 21, 1953. It was used as an electronic test platform and was taken over by the Navy in 1965 to be used in Electronic Counter Measure testing until it was retired from service in December 1977.

It was originally assigned to the 376 Bomb Wing stationed out of Barksdale AFB, La. The 376 BW later moved from Barksdale AFB to Lockbourne (now Rickenbacker) AFB in 1957. Since being designed in 1943, 2,042 B-47s were built.

Description	
Manufacturer:	Boeing Aircraft Company (primary), Douglas and Lockheed
Designation:	EB-47
Version:	E
Serial Number:	52-0412
Nickname:	Stratojet
Type:	Electronic Warfare / Special Electronics
Crew:	3 - Pilot, Copilot, Navigator/Bombardier 2 – Electronic Countermeasures Crewmen
7 Bomb Wing Sponsor:	7 Operations Group & 7 Operations Support Squadron
Specifications	
Length:	109′ 10″
Height:	27′ 11″
Wingspan:	116′
Gross Weight:	125,000 lbs
Max. Weight:	206,700 lbs fully loaded
Propulsion	
No. of Engines:	6
Powerplant:	General Electric J47-GE-25A turbojets
Thrust:	7,200 lbs
Performance	
Cruise Speed:	452 mph
Max Speed:	606 mph
Ceiling:	40,500 ft
Range:	4,000 mi
Armament	
Tail Guns:	2 - .20mm cannons in remote tail turret
Bombs (*internal*)	20,000 lbs
Electronic countermeasure pod installed in bomb bay	

KC-135A Stratotanker

Boeing Aircraft

The United States Air Force announced its intention of buying an undisclosed number of tanker-transports, developed from the prototype Model 367-80 jet transport in August, 1954.

The first of these aircraft left the assembly line at Boeing Airplane Company, Renton, Washington, July 18, 1956, and flew for the first time August 31, 1956. The Air Force received its first KC-135s at Castle Air Force Base, Calif., Jun 28, 1957.

Since that time, Boeing has produced over 700 of these remarkable aircraft, with the last one being completed in 1964. The KC-135 helped to usher in the jet age with over 30 different models of the basic C-135 having been built. These include transport, reconnaissance, airborn command and weather versions just to name a few. This highly versatile aircraft is considered by most as the "Gooney Bird" of the jet age.

Structurally, the KC-135 is similar to the Boeing 707 commercial airliner. It is a swept-wing, long range, high altitude, high speed jet transport. The KC-135 can haul either 83,000 pounds of cargo, airlift up to 80 passengers or carry 202,800 pounds of JP-4 jet fuel, most of which is transferable for global refueling missions.

During air refueling, the large flyable boom attached to the airplane's belly can offload fuel at 6,500 pounds per minute. This is enough fuel in one minute to operate an average family car for one year.

The primary mission of the KC-135 is the refueling of strategic long-range bombers. It also provides air refueling support to Air Force, Navy and Marine Corps aircraft as well as aircraft of allied nations.

Normally during inflight refueling the boom operator is in radio contact with the receiver aircraft. The hook-up is made by directions given to the receiver aircraft through a system of lights located on the belly of the aircraft just behind the nose gear. The KC-97 used the same system.

The fuel cells in the tanker are made of nylon fabric less than one-sixteenth of an inch thick. A fuel cell weighing 80 pounds will hold seven tons of fuel.

This particular aircraft, tail number 56-3639, arrived at Dyess AFB, May

26, 1981, and was assigned to the 917 Air Refueling Squadron. It was the third Dyess Tanker sent to Incirlick, Turkey in support of operations Desert Shield and Desert Storm.

While there, tail number 56-3639 completed 38 combat sorties.

Although originally assigned to Strategic Air Command, this aircraft flew its last mission assigned to Air Combat Command June 8, 1992.

Description	
Manufacturer:	Boeing Aircraft Company
Designation:	KC-135
Version:	A
Serial Number:	56-3639
Nickname:	Stratotanker
Type:	Tanker
Crew:	Four - Pilot Copilot, Navigator and Boom Operator
7 Bomb Wing Sponsor:	7 Component Maintenance Squadron
Specifications	
Length:	136' 3"
Height:	38' 4"
Wingspan:	130' 10"
Empty Weight:	98,466 lbs
Max Weight:	297,000 lbs
Propulsion	
No. of Engines:	4
Powerplant:	4 - Pratt & Whitney J-57-P-59W turbojet
Thrust (*dry*):	8,000 lbs
Thrust (*water augmentation*):	11,000 lbs
Performance	
Max Speed:	530 mph at 30,000
Ceiling:	50,000 ft
Range (*with 120,000 lbs of transfer fuel*):	1,150 mi
Range (*ferry mission*):	9,200 mi
Armament (*none*)	

B-52D Stratofortress

Boeing Aircraft

The B-52 began life in the same year the Strategic Air Command was formed -- 1946.

The United States had taken on the role of global peacekeeper. The Air Force needed a long range bomber to meet this role. Boeing was awarded a contract for engineering studies and preliminary design. A pair of experimental B-52S were purchased in September 1947.

Four years later the first prototype, XB-52, rolled off the production line Nov. 29, 1951. It was followed by the YB-52 March 15, 1952. Ironically, the YB-52 was the first to fly, making its maiden flight April 15, 1952. The XB-52 didn't make its first flight until October of the same year.

The model on display here is a B-52D which flew in Vietnam. "D" models played a major role in the Vietnam conflict participating in Linebacker II, the 11 day war.

Dyess AFB contributed to this effort deploying 19 B-52s. The last Linebacker II missions were flown Dec. 29, 1972.

B-52s had dropped more than 49,000 bombs, destroyed or damaged more than 1,600 military structures and 373 pieces of railroad equipment. An estimated 3 million gallons of petroleum products were also destroyed. B-52 gunners were credited with two confirmed MiG kills. Fifteen B-52s were lost during this operation.

For several years, the 96th Bombardment Wing operated tile B-52D before converting to the more advanced B-52H and eventually the B-1B.

The B-52 holds a crew of six and has a maximum speed of 660 miles per hour. In 1957, three B-52s flew around the world in 45 hours and 19 minutes. They averaged 530 miles per hour and cut the previous record in half, also set by a Boeing aircraft, the B-50 in 1949.

The aircraft on display saw extensive service in Southeast Asia and was severely damaged by a surface to air mission April 9, 1972. After it was repaired, it flew four more missions over North Vietnam in December 1972. Of special interest to visitors, the B-52, B-47, KC-97, and B-17 are setting on

concrete slabs cut from the original runway here at Dyess AFB.	
Description	
Manufacturer:	Boeing
Designation:	B-52
Version:	D
Serial Number:	56-0685
Nickname:	Stratofortress
Type:	Bomber
Crew:	6 - Pilot, Copilot, Navigator, Radar Navigator, Electronic Warfare, Aerial Gunner
Team Dyess Sponsor:	489 Bomb Group (AFRC)
Specifications	
Length:	156' 6"
Height:	48' 4"
Wingspan:	185'
Gross Weight:	180,000 lbs
Max Weight:	450,000 lbs
Propulsion	
No. of Engines:	8
Powerplant:	Pratt & Whitney J-57-p-19W
Thrust (each):	12,100
Performance	
Cruise Speed:	521.00 mph
Max Speed:	660.00 mph
Combat Ceiling:	46,350.0 Ft
Range:	6,200 mi fully loaded, 10,000 mi empty
Armament	
Tail Guns:	4 - .50 caliber machine guns
Bombs (*internal weapons bay*)	42 - 750 lb. Bombs, 70,000 lb. total
Bombs (*external*)	24 externally mounted under wings & HoundDog

KC-97L Stratofreighter

Boeing Aircraft

Bill Boeing's company built some very practical airplanes. Fatten the B-29's fuselage, use the same wings, tail and engines and you have a cargo plane. The prototype first flew in 1944 with the first production C-97A in 1949.

Boeing also developed a practical in-flight refueling boom about the same time. Previously, the Air Force had experimented with a trailing hose technique with some success, but Boeing's boom changed the state of the art overnight.

Very soon the basic C-97 Stratofreighter became a KC-97 Stratotanker refueling bomber aircraft, usually a B-47 Stratojet. Later, the KC-135 jet powered aircraft, with a greater capacity, took over the tanker role along with its name, Stratotanker. The KC-97 did all the pioneering work

How did a piston engine tanker refuel a faster jet bomber? Well, it "tobogganed". The refueling connection would be made high up and then the bomber and tanker flew "downhill" together enabling the tanker to pick up more speed.

Our KC-97L has an extra jet engine mounted under both wings which gave it the added speed required for flight and takeoff. This enabled it to refuel jet bombers without tobogganing.

The KC-97 carried both AVGAS and jet fuel. The AVGAS was used to power its radial Piston engines while the jet fuel was carried to power its two jet engines and to be off loaded to its receivers.

This aircraft was delivered to the Air Force Dec. 8, 1955. It flew with the Strategic Air Command and the Air National Guard. It last served with the 136th Air Refueling Wing, Texas Air National Guard, Dallas, TX, from October 1976 until June 1978. It was retired from service in July 1978.

Description	
Manufacturer:	Boeing Aircraft Company
Designation:	KC-97
Version:	L
Serial Number:	56-3639

Nickname:	Stratofreighter
Type:	Tanker
Crew:	Five - Pilot, Copilot, Navigator, Flight Engineer and Boom Operator
7 Bomb Wing Sponsor:	7 Equipment Maintenance Squadron
Specifications	
Length:	117' 5"
Height:	38' 4"
Wingspan:	141' 2"
Empty Weight:	82,500 lbs
Max Weight:	175,000 lbs
Propulsion	
No. of Engines:	6
Powerplant:	4 - Pratt & Whitney R-4360-59 Wasp Major radial piston engines (*and*) 2 - General Electric J-47-GE-23 turbojet engines
Horsepower (*each P&W*):	3,500
Thrust (*each GE*):	5,200 lbs
Performance	
Cruise Speed:	300 mph
Max Speed:	375 mph
Service Ceiling:	30,000 ft
Range:	2,300 mi
Armament (*none*)	

B-17G Flying Fortress

Boeing Aircraft

Built by Boeing Aircraft Company, the B-17 is probably the most famous bomber. Originally designated the Model 299, it first flew on July 28, 1935. Early testing of the aircraft was promising, but on October 30, 1935, the aircraft was lost in a crash.

Fortunately the Air Corps was impressed enough with Model 299 before the crash to award Boeing the contract and ordered 13 more aircraft designated YlB-17. The name "Flying Fortress" was given by a newspaper reporter covering the rollout ceremonies.

The B-17 went through numerous revisions and changes. Later models had improved engines, armor and defensive guns. The model on display here is a B-17G, the bombers final development. In 1946, a B-17G set the world's altitude record for a four engine airplane of 43,499 feet.

Over 13,000 B-17s were built before the end of World War II, and it was the mainstay of the strategic bomber force flying against Germany.

The B-17 is perhaps the most important bomber to serve in the Army Air Corps. In one sense, it made the Army Air Force. The development of a long-range, strategic bomber, an airplane which could do more than just support armies in the field, marked the beginning of a separate Army Air Force -- a service with a mission of its own.

This particular B-17G was built by Lockheed Aircraft Corp. It was delivered to the Air Force March 31, 1945 and was modified to a DB-17P which was used as a mother ship for remotely controlling pilotless aircraft for special test programs, such as the early atom bomb tests, until being retired in October 1960. Although it never flew in combat, this aircraft displays the markings of a B-17G which flew with the 337th Bombardment Squadron in WW II.

Description	
Manufacturer:	Boeing Aircraft Company, with extended production by Douglas and Lockheed (B-17F and G)

Designation:	B-17
Version:	G
Serial Number:	44-85599
Nickname:	Flying Fortress
Type:	Director
Crew:	10 - Pilot, copilot, navigator, bombardier, radio operator and five gunners
7 Bomb Wing Sponsor:	9 Bomb Squadron
Specifications	
Length:	74' 4"
Height:	19' 1"
Wingspan:	103' 10"
Wingarea:	1420 Sq Ft
Empty Weight:	36,135 lbs
Gross Weight:	65,500 lbs
Propulsion	
No. of Engines:	4
Powerplant:	Wright Cyclone R-1820-97 radial piston engines
Horsepower (each):	1,200
Performance	
Range:	2,000 miles
Cruise Speed:	160 mph
Max Speed:	302 mph
Ceiling:	35,600 ft
Armament	
Guns:	12 .50 caliber machine guns
Bombs:	17,600 lbs internal and external bombs

C-130E Hercules

The "Spirit of Abilene"

Lockheed Aircraft

The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for airdropping troops and equipment into hostile areas. The C-130 operates throughout the U.S. Air Force, serving with Air Mobility Command, Air Force Special Operations Command, Air Combat Command, U.S. Air Forces in Europe, Pacific Air Forces, Air National Guard and the Air Force Reserve Command, fulfilling a wide range of operational missions in both peace and war situations. Basic and specialized versions of the aircraft airframe perform a diverse number of roles, including airlift support, Antarctic ice resupply, aeromedical missions, weather reconnaissance, aerial spray missions, firefighting duties for the U.S. Forest Service and natural disaster relief missions.

Using its aft loading ramp and door, the C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six-wheeled armored vehicles to standard palletized cargo and military personnel. In an aerial delivery role, it can airdrop loads up to 42,000 pounds or use its high-flotation landing gear to land and deliver cargo on rough, dirt strips.

Introduced in August of 1962, the 389 C-130Es that were ordered came with two 1,290 gallon external fuel tanks to increase their range. The C-130s have been a mainstay at Dyess AFB since 1960. The C-130 E on display was decommissioned in 2004. In 2010, the 317 Air Lift Group began a three- year transition to the C-130J models

Description	
Manufacturer:	Lockheed Aircraft Corporation
Designation:	C-130
Version:	E (GC)
Serial Number:	69-6579
Nickname:	Hercules
Type:	Cargo / Transport
Crew:	Five - Pilot, Copilot, Navigator, Flight Engineer and Loadmaster
Team Dyess Sponsor:	317th Airlift Group, 317 Operatrion Support Sq and the Airlifter Association
Specifications	
Length:	97' 9"
Height:	38' 10"
Wingspan:	132' 7"
Gross Weight:	113,000 lbs
Max Weight:	155,000 lbs
Loading Capabilities:	6 pallets or 16 CDS bundles or 74 litters or 92 combat troops or 64 paratroopers
Propulsion	
No. of Engines:	4
Powerplant:	4,200 Horsepower Allison T56-A-7 truboprop engines with constant speed fully feathered reversible pitch propellers
Performance	
Cruise Speed:	345 mph
Max Speed:	245 mph
Service Ceiling:	19,000 ft when maximally loaded
Range:	1,438 mls when maximally loaded

B-1B Lancer

Rockwell International and Boeing Aircraft

Carrying the largest conventional payload of both guided and unguided weapons in the Air Force inventory, the multi-mission B-1 is the backbone of America's long-range bomber force. It can rapidly deliver massive quantities of precision and non-precision weapons against any adversary, anywhere in the world, at any time.

The B-1A was initially developed in the 1970s as a replacement for the B-52. Four prototypes of this long-range, high speed (Mach 2.2) strategic bomber were developed and tested in the mid-1970s, but the program was canceled in 1977 before going into production. Flight testing continued through 1981. The engine inlet was extensively modified to reduce the plane's radar cross section, necessitating a reduction in maximum speed to Mach 1.2. The first production B-1 flew in October 1984, and the first oprational B-1B was delivered to Dyess Air Force Base, Texas in June 1985.

The B-1B's blended wing/body configuration, variable-geometry wings and turbofan afterburning engines, combine to provide long range, maneuverability and high speed while enhancing survivability. Forward wing settings are used for takeoff, landings, air refueling and in some high-altitude weapons employment scenarios. Aft wing sweep settings - the main combat configuration -- are typically used during high subsonic and supersonic flight, enhancing the B-1B's maneuverability in the low- and high-altitude regimes. The B-1B's speed and superior handling characteristics allow it to seamlessly integrate in mixed force packages. These capabilities, when combined with its substantial payload, excellent radar targeting system, long loiter time and survivability, make the B-1B a key element of any joint/composite strike force.

The B-1B was first used in combat in support of operations against Iraq during Operation Desert Fox in December 1998. During the first six months of Operation Enduring Freedom, eight B-1s dropped nearly 40 percent of the total tonnage delivered by coalition air forces. This included nearly 3,900 JDAMs, or 67 percent of the total.

The United States eliminated the nuclear mission for the B-1 in 1994.	
Description	
Manufacturer:	Rockwell Int'l (North American), Boeing
Designation:	B-1
Version:	B
Serial Number:	83-0065
Nickname:	Lancer
Type:	Bomber
Crew:	4 - Pilot, Copilot, Electronic Warfare - Offense, Electronic Warfare - Defense
7 Bomb Wing Sponsor:	28 Bomb Squadron
Specifications	
Length:	146'
Height:	34'
Wingspan:	137' Extended forward; 79' Swept Aft
Gross Weight:	190,000 lbs
Max Weight:	477,000 lbs
Propulsion	
No. of Engines:	4
Powerplant:	General Electric F101-GE-102 w/afterburner
Thrust (each):	30,000+ lbs with afterburner, per engine
Performance	
Cruise Speed:	900+ mph
Max Speed:	Mach 1.2
Combat Ceiling:	More than 30,000 Ft
Range:	6,200 mi fully loaded, 10,000 mi empty
Armament	
Bombs	84 500-pound Mk-82 or
(all internal weapons inside 3 bomb bays)	24 2,000-pound Mk-84 general purpose bombs; 84 500-pound Mk-62 or
	8 2,000-pound Mk-65 Quick Strike naval mines; 30 cluster munitions (CBU-87, -89, -97) or 30 Wind-Corrected Munitions Dispensers (CBU-103, -104, -105); 24 2,000-pound GBU-31 or 15 500-pound GBU-38 JDAM; 24 AGM-158A JASM; 15 GBU-54 Laser Joint Direct Attack Munitions

P-40 Warhawk

Kibosh
Curtiss Aircraft

The P-40 was the United States' best fighter available in large numbers when World War II began. P-40s engaged Japanese aircraft at Pearl Harbor and in the Philippines in December 1941. They also served with the famed Flying Tigers in China in 1942, and in North Africa in 1943 with the 99th Fighter Squadron, the first African American U.S. fighter unit.

The solid, reliable *Warhawk* was used in many combat areas -- the Aleutian Islands, Italy, the Middle East, the Far East, the Southwest Pacific and some were sent to Russia. Though often slower and less maneuverable than its adversaries, the P-40 earned a reputation in battle for extreme ruggedness. It served throughout the war but was eclipsed by more capable aircraft. More than 14,000 P-40s were built, and they served in the air forces of 28 nations.

Lt Col William Edwin “Eddie” Dyess was the 21 Pursuit Squadron Commander stationed at Nichols Field, Manila, Philippines when the Japanese began their invasion of the Philippines on 8 December 1941. While piloting the *Kibosh*, Dyess was awarded the Distinguished Flying Cross for shooting down six Japanese fighters and bombers during the defense of the Bataan Peninsula, Philippines. He was awarded another Distinguished Flying Cross for leading an air assault upon the Japanese fleet in Subic Bay and the Manila Docks on 2 March 1942 as a Texas Independence Day Celebration. Dyess is credited with sinking a Troop ship and two cargo ships. His compatriots were credited with sinking a Cruiser, a Destroyer, three Oil Tankers, and several more cargo ships.

The aircraft on display is in the paint scheme of the P-40 *Kibosh* as flown by Captain William Edwin “Eddie” Dyess during his exploits at the beginning of the Pacific War. This particular display is a mock aircraft that was utilized as a static aircraft during the filming of the movie “Tora, Tora, Tora” that depicted the Japanese attack on Pearl Harbor and Oahu, Hawaii.

Description	
Manufacturer:	Curtiss
Designation:	P-40
Version:	E
Serial Number:	None
Nickname:	Kibosh
Type:	Fighter
Crew:	1
7 Bomb Wing Sponsor:	7 Logistics Readiness Squadron
Specifications	
Length:	31' 9"
Height:	12' 4"
Wingspan:	37' 4"
Wingarea:	235.94 Sq Ft
Empty Weight:	6,070 lbs
Gross Weight:	8,280 lbs
Max Weight:	8,810 lbs
Propulsion	
No. of Engines:	1
Powerplant:	Allison V-1710-39
Horsepower:	1,150 hp
Performance	
Range:	650 miles
Cruise Speed:	270 mph
Max Speed:	360 mph
Ceiling:	29,000 feet
Armament	
Guns:	6 .50-caliber M2 Browning machine guns
Bombs *(external)*:	250 – 1,000 lbs up to 2,000 lbs total

F-4D Phantom

McDonnell Aircraft

McDonnell Aircraft Corporation began studies for an all-weather attack fighter in Aug. 1953. The basic version was a single seat aircraft with 45 degree swept wings.

The Navy, however, preferred to sponsor the development of a two seat fighter which it ordered in Sept. 1955. In compliance with a Secretary of Defense directive, the Air Force evaluated the Navy's F-4B and was forced to conclude that the naval fighter was a far more flexible weapons system than its own contemporary tactical fighter, the Republic F-105 *Thunderchief.* Although the *Thunderchief* was a superb strike fighter, it was under powered for the heavy loads it was intended to carry and could not be modified into a satisfactory air superiority fighter.

On Jan. 17, 1962, the Air Force bought the F-4 *Phantom* designating it the F-4C. The first prototype flew on May 27, 1963. The F-4C had only the basic requirements the Air Force needed and it was soon modified to the F-4D. The first production F-4D flew on Dec. 9, 1965, out of Lambert Field, St. Louis.

The F-4 joined combat forces in Southeast Asia in May 1967. It first proved its worth in combat June 5, 1967, when a crew from the 555 Tactical Fighter Squadron downed a MiG-17 with an AIM-7 rocket. F-4Ds were the first aircraft to use laser guided munitions carrying GBU-1O/B Mk 84 Laser guided bombs in May 1968.

This F-4D is officially credited with the destruction of a MiG-21, Jan. 8, 1973. This is the last official MiG destroyed by an Air Force model F-4 in Southeast Asia.

Description	
Manufacturer:	McDonnell Aircraft Company
Designation:	F-4
Version:	D
Serial Number:	65-0796
Nickname:	Phantom
Type:	Fighter
Crew:	2
Sponsor:	The City of Abilene & Abilene Ind. School Dist.
Specifications	
Length:	62' 10"
Height:	16' 6"
Wingspan:	38' 5"
Wing Area:	530 sq ft
Empty Weight:	28,958 lbs
Gross Weight:	50,341 lbs
Max Weight:	59,380 lbs
Propulsion	
No. of Engines:	2
Powerplant:	General electric J-79-GE-15 axial flow turbojet engines with modulated afterburners
Thrust (each):	17,000 lbs
Performance	
Cruise Speed:	587 mph
Max Speed:	1,466 mph
Climb Rate:	49,000 ft per minute
Service Ceiling:	59,650 ft
Range:	2,300 mi
Armament	
The F-4D utilizes a choice of bombs, rockets and missiles as primary armament. When operating in the attack or close air support role, it normally carries air-to-air missiles for self protection. Weapons and/or external tanks can be carried on nine external store stations with a combined maximum weight of 15,485.	

AGM-28A Hound Dog

North American Rockwell

The Hound Dog was designed as a long range, stand-off air-to-ground strategic missile. It was carried in pairs beneath the wings of B-52 aircraft. Its development was initiated by the Air Force in 1957 during the early years of the cold war. It was designed to be carried on airborn alert B-52 aircraft to give them long range strike capability if needed. The first launch took place in 1959 when a Hound Dog was launched from a B-52G.

A unique feature of the Hound Dog was its engine could be used to supplement those of the carrier B-52 to augment thrust at take-off or cruise. The missile could then be refueled from the host B-52 wing fuel tanks prior to its launch.

600 Hound Dogs were produced from 1957 to 1963, with the last Hound Dogs being retired in 1978.

Description	
Manufacturer:	North American Rockwell
Designation:	AGM-28
Version:	A
Nickname:	Hound Dog
Type:	Strategic Weapon
Crew:	None
Team Dyess Sponsor:	489 Bomb Group (AFRC)
Specifications	
Weight:	10,000 lbs
Propulsion	
No. of Engines:	1
Powerplant:	Pratt & Whitney J52-P-3 turbojet
Performance	
Max Speed:	Mach 2+