Flight Test Historical Foundation

Edwards Air Force Base, California

Sponsor an Extraordinary Airplane, Exhibit or Area at a Historic Site!

This is your opportunity to help preserve Flight Test History and inspire future generations by memorializing the name of a person or entity of your choice at the Air Force Flight Test Museum

The Flight Test Historical Foundation is a private, nonprofit 501 (c) (3) organization.

The FTHF is not a part of the Department of Defense or any of its components and it has no government status.

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Air Force Flight Test Museum
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(661) 277-8050
Gift Shop: (661) 258-1658

Blackbird Airpark
2503 E Avenue P
Palmdale, CA
(661) 274-0884

CELEBRATING 30 YEARS
FLIGHT TEST HISTORICAL FOUNDATION

The Will To Achieve

During Red Bull Stratos, we assembled a team of people with dissimilar backgrounds and specific skill sets to advance our understanding of human survivability in near-space environments. Our success came from lofty ambitions, emotionally connected personnel and exemplary leadership.

The **Air Force Flight Test Museum** displays one of the world's most significant collections of aircraft, which set the standard in aviation design and flight test history. This is the right stuff. The **Flight Test Historical Foundation** is assembling a spectacular multi-purpose facility including a **STEM** education center to put this museum on the map of world-class destinations that inspire many future generations.

My company, Sage Cheshire Aerospace, has committed mission-critical resources to help achieve this lofty goal. I know we can do this, but time is running short to meet financial objectives. Be a part of something bigger. Help us reach our financial goals. Will you join us in funding tomorrow's inspirations?

FLIGHT TEST HISTORICAL FOUNDATION
EDWARDS, CALIFORNIA

Art Thompson
CEO Sage Cheshire Aerospace

SAGE Cheshire AEROSPACE

42527 6th St E Suite 107, Lancaster, CA 93535 • SageCheshire.com • 661.940.9320

GREETINGS!

Dear Sponsor (at least by the end of this letter, I hope that is what you will be!) – Thank you for your interest in supporting the Flight Test Historical Foundation (FTHF) and our efforts to raise money for the Air Force Flight Test (AFFT) Museum on Edwards AFB. As the home of the Air Force Test Center, Edwards is the center of excellence for research and developmental flight test and evaluation of aerospace systems from concept to combat. It operates the U.S. Air Force Test Pilot School and hosts the AFRL - Rocket Lab, NASA's Armstrong Research Center and considerable test activities conducted by America's commercial aerospace industry. In fact, this base has played a significant role in the development of virtually every aircraft and rocket engine to enter the Air Force inventory since World War II, and it has been the site of many aviation breakthroughs.

The mission of the Foundation is to raise the funds necessary to develop and sustain the AFFT Museum. As a private, nonprofit 501(c)3 organization, our fund-raising efforts focus on museum improvements, new construction, exhibits, aircraft acquisition and restoration, and educational programs. The inventory of the Flight Test Museum includes over 80 historic aircraft. Exhibits inside the museum cover such diverse subjects as the formation of the ancient lakebeds, early homesteading in the area, the first military use of Edwards, breaking the sound barrier and flight test from WWII to today. Museum visitors can learn how Science, Technology, Engineering and Math are important to the past, present, and future of flight test.

The numerous volunteers, supporters and trustees of the FTHF are dedicated to preserving the history of flight test to inspire future generations. Foundation Members and Museum Volunteers have raised the funds and put in numerous hours to sustain the artifacts and one-of-a-kind objects that tell the rich history of aviation and flight test. From the early exhibits in the old Base Exchange building, the establishment of Blackbird Airpark, the gifting of the current museum building and the installation of the remarkable Century Circle at the West Entrance to Edwards AFB, we have come so far with our mission. And there are so many other aircraft just waiting to be restored to their former glory and put on display in the museum. I can only imagine what the children and young adults who visit the Air Force Flight Test museum today will be inspired to accomplish in the future.

But, we need to do so much more! Since 9/11, the museum has been cut off from those children and prevented from accomplishing the most vital part of its mission. What good is preservation if no one can appreciate and learn from that history? It is my sincere wish that this prospectus will inspire you to be involved with our efforts. The funds raised will go directly toward helping us build a new museum outside the gates of Edwards AFB, where all can learn about the history of flight test. Thank you for considering sponsorship of an aircraft or exhibit. With your help, we will achieve our goals. Please read through this prospectus and give what you can. I promise we will put your contributions to good use!

Best Regards,

Lisa K. Gray

Lisa Gray
Chairwoman, Board of Directors
Flight Test Historical Foundation

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Capital Campaign (Goal: $6,750,000)

The Air Force Flight Test Museum is in the midst of its most exciting transformation since 1997, when the Flight Test Historical Foundation (FTHF) erected the current building at the corner of Rosamond and Lancaster Boulevards on Edwards Air Force Base.

An aggressive fundraising campaign is under way to relocate and expand the Flight Test Museum to outside the base's Rosamond Gate. At its completion, the proposed $6,750,000 project will allow access to the museum for general public and provide a world-class venue for an aerospace-related science, technology, engineering and mathematics (STEM) education program. The entire project has to be funded completely by private contributions.

FTHF is conducting a "Sponsor-an-Airplane" program, in which sponsors will be recognized in various ways, for their contributions by and within the museum. "Sponsor-an-Area," "Sponsor-an-Airplane," or "Sponsor-an-Exhibit" are available as follows:

Diamond:	$50,000 Sponsor an **Area**
Platinum:	$25,000 Sponsor an **Airplane**
Gold:	$15,000 Sponsor an **Exhibit**

The program sponsor recognition details are available on the next several pages, including information on the "buy-a-brick" program.

The Foundation's Board of Directors confirmed its support for the project and the initiation of efforts to secure necessary funding. "The location of the new museum will provide unencumbered access for aviation aficionados and greater opportunities for use by the educational organizations in Southern California," FTHF Chairwoman Lisa Gray said. "Our future STEM programs will be designed to engage youth in aerospace-related learning opportunities."

"We look forward to the community supporting what will be the largest single fundraising project for the museum," Rex Moen, Capital Campaign Chairman said. "We are confident people will make an investment to preserve flight test history and to inspire future generations."

CELEBRATING 30 YEARS
FLIGHT TEST HISTORICAL FOUNDATION

Preserving Flight Test History to Inspire Furture Generations

Sponsor Recognition

Your donation not only directly supports the Air Force Flight Test (AFFT) museum at Edwards Air Force Base, CA, but also entitles you to many exciting benefits. Your contributions to the Flight Test Historical Foundation (FTHF) may be tax deductible because we are a non-profit 501(c)(3) organization.

The FTHF will recognize the sponsors with the following:

1. First plaque with a name of your choice placed at a prominent location near the airplane, exhibit or area chosen (class dependent)
2. Second plaque with a name of your choice near the entrance of the museum's "*Wall of Honor*"
3. Third plaque (or an aircraft model if available) for the sponsor's home or office
4. "*Membership for Life*" certificate and a copy of the book "*Flight Testing at Edwards*"
5. A limited edition fine art lithograph entitled the *"Golden Age of Flight Test,"* signed by aviation artist Mike Machat
6. "*Friend of the Flight Test Museum*" card
7. Foundation patch; 15% discount at the gift shops; and a monthly newsletter
8. Invitation to Flight Test Historical Foundation events

NOTE: Sponsor payment arrangements are negotiable. Payments may be made as a lump sum or in annual payments.

NOTE: All aircraft, exhibits and areas are subject to multiple sponsors.

NOTE: Your donated funds will be allocated to support and maintain all of the museum's assets, including different aircraft, areas and exhibits, based on AFFT museum's needs and priorities.

Guidelines: Plaques shall adhere to the following guidelines:

- Plaque dimensions may not exceed 200 square inches
- Plaques may honor individuals, units, groups, classes, teams, organizations or a company
- Artwork will be limited to symbols and other general artistic representations that support the content and the proposers of the plaque
- The text of a commemorative plaque should be simple and call out the group or individual(s) being honored. Narrative paragraphs and lengthy descriptions are discouraged
- The museum Director/Curator will have the final approval authority for the design of the recognition plaque or exhibit, and its location

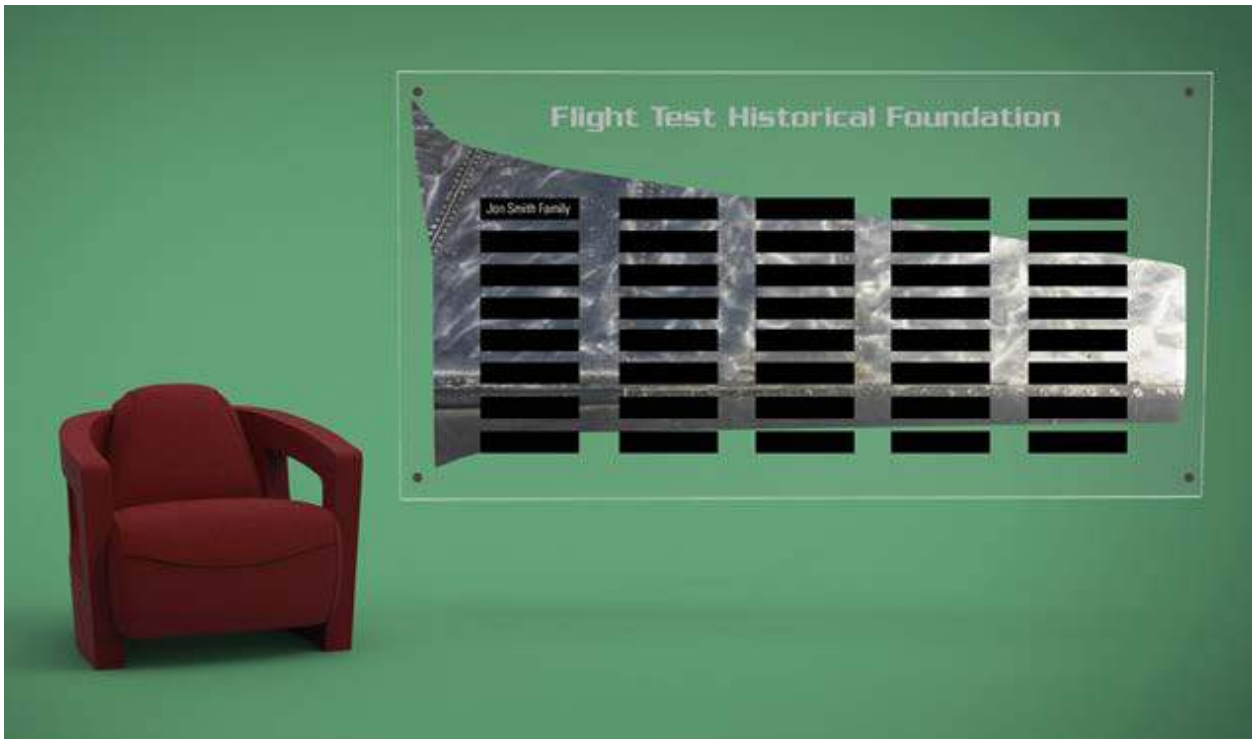
First plaque (example only) with a name of your choice at a prominent location near the aircraft

First plaque (example only) with a name of your choice at a prominent location near the aircraft

(Close-up view of the plaque in the top photo)

Second plaque (example only) near the entrance of the museum

(Artist's rendering of the museum's "Wall of Honor")



Third plaque option (one) for the sponsor's home or office

Third plaque option (two) for the sponsor's home or office

If available, an aircraft model may be chosen instead of the third recognition plaque, for the sponsor's home or office.

A limited edition fine art lithograph signed by aviation artist Mike Machat

"Golden Age of Flight Test"

Actual Size: 30" x 18"

Sponsor-A-Plane Opportunities

Blackbird Airpark

USAF Plant 42, Production Flight Test Installation

Palmdale, CA

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FLIGHT TEST HISTORICAL FOUNDATION

Lockheed U-2D – S/N 56-6721

Sponsorship opportunity: $25,000

Sponsored by: _____

The Lockheed U-2, nicknamed "Dragon Lady," is a single-engine, high-altitude reconnaissance aircraft operated by the United States Air Force and previously flown by the Central Intelligence Agency (CIA). The aircraft on display at the Blackbird Airpark is the last surviving U-2D model. It sports a second cockpit for an observer operating sensitive infrared radiation detectors in support of the Missile Detection and Alarm System (MIDAS) satellite program (Project Low Card, and later, Project Smokey Joe). The system was intended to provide early warning of a Soviet nuclear attack by detecting and tracking rocket plumes from a missile's boost phase. This plane was retired in 1980.

Lockheed A-12 – S/N 60-6924

Sponsorship opportunity: $25,000

Sponsored by: _____

The A-12 was developed for the CIA to replace the U-2 for clandestine overflights of the Soviet Union. The success of the Russians at tracking the U-2 meant that eventually it would be vulnerable to interception. The CIA specified that U-2's successor was to fly higher (over 85,000 feet versus 70,000), faster (over 2,000 mph versus 500), and not be visible on Soviet radar. The A-12 on display at the Blackbird Airpark is Article 121, which is the very first A-12 built. It was never in operational service, but instead served as the test prototype for the Blackbird family. It was first flown on 26 April 1962 by Lou Schalk. This aircraft has flown a total of 418.2 hours.

Lockheed - D-21B - #525

Sponsorship opportunity: $15,000

Sponsored by: _____

The D-21 was a reconnaissance drone (Unmanned Aerial Vehicle) offshoot of the Blackbird family, designed to overfly enemy territory by being launched from international airspace. Following launch it flew a pre-programmed course, which concluded by D-21's return into international airspace. Once back in the international airspace, the D-21 would eject a hatch with the camera, film and navigation system for midair recovery and then self-destruct. The D-21 on display at the Blackbird Airpark is one of the 17 vehicles left after the program was canceled in 1971. Only four operational missions were flown using D-21 drones, all of them over China.

Sponsor-A-Plane Opportunities

Air Force Flight Test Museum
Edwards AFB, California

Artist rendition of the future Air Force Flight Test Museum

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Lockheed NF-104A – S/N 56-0790

Sponsorship opportunity: $25,000

Sponsored by: _____

This Lockheed Starfighter had a very interesting flight test career. It was loaned to NASA's Dryden Flight Research Center shortly after being delivered to the USAF in 1957. In 1959, it was returned to Lockheed to be fitted with a G-model tail for nuclear weapons shape trials. This aircraft was also used as a chase plane for the first flight of the Lockheed SR-71A in 1964, and later flew with a U-2 nose installed to support AIM-7 missile testing of the F-104S models. It returned to NASA service in 1966 and flew test missions at Dryden until 1977. After being retired, it was transferred to the AFFT museum in 1985. The Starfighter was restored by the 412th Test Wing Surfaces team in 2006.

Republic F-105D – S/N 61-146

Sponsorship opportunity: $25,000

Sponsored by: _____

The YF-105 completed its maiden flight at Edwards AFB in October 1955, easily exceeding Mach 1, even though it was powered by a J57 engine – much less powerful than its projected power plant, the J75. The D-model "Thud" added water injection to the J75 engine, along with updated avionics, attached equipment, and improved refueling features. This Republic Thunderchief displayed at the Century Circle was flight-delivered to Edwards in January 1984 from its last operational assignment with the 419th Tactical Fighter Wing (USAF Reserves) at Hill AFB, UT. It was restored in 2007 by the 412th Test Wing Surfaces team.

Convair F-106B – S/N 59-0158

Sponsorship opportunity: $25,000

Sponsored by: _____

The Convair F-106B Delta Dart aircraft is displayed in 329th squadron markings because it was assigned to that unit for a short time in the early 1960s. The AFFT Museum acquired the aircraft in 2004 after it had been in storage at Davis-Monthan AFB, AZ, for many years. It was previously flown in the drone program at Tyndall AFB, FL. Restoration was completed by the men and women of the 412th Equipment Maintenance Squadron, with paint applied by the squadron's Corrosion Control Shop. The F-106 Delta Dart had a long and illustrious career at Edwards AFB, CA. The prototype A-model made its first flight here on 26 December 1956.

North American YF-100A – S/N 52-5755

Sponsorship opportunity: $25,000

Sponsored by: _____

The F-100 was the USAF's first operational aircraft capable of flying faster than the speed of sound (760 mph) in level flight. The prototype YF-100A made its initial flight on 25 May 1953, and the first production aircraft was completed in October 1953. This North American YF-100A was the second of two prototypes built, making its first flight in October 1953. It is the oldest Super Sabre in existence. The aircraft was on display on a pedestal at Keesler AFB, MS, for over 35 years and was acquired by the AFFT Museum in 2001. It was restored by the 412th Test Wing Surfaces team in 2007.

McDonnell F-101B – S/N 58-288

Sponsorship opportunity: $25,000

Sponsored by: _____

Originally developed from the McDonnell XF-88 penetration fighter, the F-101 was designed as a long-range bomber escort for the Strategic Air Command. The prototype made its first flight at Edwards AFB in September 1954. This McDonnell Voodoo was retired from service with the 132nd Fighter Interceptor Squadron (ANG) at Bangor, ME, in 1976. The AFFT Museum acquired it from storage at Davis-Monthan AFB, AZ, on 12 December 1984, and it was restored by the 412th Test Wing Surfaces team in 2006.

Convair TF-102A – S/N 54-1353

Sponsorship opportunity: $25,000

Sponsored by: _____

The F-102 was developed from the Convair XF-92 delta wing research aircraft of the late 1940s, and the prototype made its initial flight in October 1953 at Edwards AFB. It became operational with the Air Defense Command (ADC) in 1956. This Convair TF-102A is the third trainer version built and it served at Edwards AFB in various flight test roles throughout its career. It was used to test high-altitude full pressure suits in the late 1950s, and was the first TF-102 retrofitted with an enlarged vertical tail to improve control and stability. The 412th Test Wing Surfaces team restored the aircraft in 2006.

Lockheed NF-104A - S/N 56-0760

Sponsorship opportunity: $25,000

Sponsored by: _____

The Lockheed NF-104A was a mixed power, high-performance, supersonic aerospace trainer that served as a low-cost astronaut training vehicle for the X-15 and projected X-20 Dyna-Soar programs. Three aircraft were modified from existing Lockheed F-104A airframes and served with the Aerospace Research Pilots School between 1963 and 1971. The modifications included a small supplementary rocket engine and a reaction control system for flight in the upper atmosphere. During the test program, the maximum altitude reached by these aircraft was more than 120,000 feet. The museum's aircraft is the second NF-104A built. After retirement, this aircraft was mounted on a pole outside the U.S. Air Force Test Pilot School.

Lockheed YF-117A - S/N 79-10783

Sponsorship opportunity: $25,000

Sponsored by: _____

The Lockheed F-117 Nighthawk is a single-seat, twin-engine stealth ground-attack aircraft formerly operated by the United States Air Force. A product of Lockheed Skunk Works, and an off-shoot of the Have Blue technology demonstrator, the F-117 was the first operational aircraft to be designed around stealth technology. The museum's YF-117A serial number 79-10783 is the fourth full scale development (FSD) aircraft. It was first put into service on 5 December 1981. In October 1984, two Navy pilots used #783 to conduct a performance review to evaluate the F-117A for carrier suitability. In April 2004, the airplane was used to evaluate a two-tone grey camouflage paint scheme. Tail #783 was retired in March 2007 with 2,464.6 flight hours.

McDonnell RF-4C - S/N 64-1004

Sponsorship opportunity: $25,000

Sponsored by: _____

In the early 1960s the USAF recognized a need for more tactical reconnaissance aircraft to reinforce the RF-101s, then in service. The Air Force chose to proceed with a modification of the F-4C fighter. The RF-4C development program began in 1962, and the first production aircraft made its initial flight on May 18, 1964. A total of 505 RF-4Cs were ordered by the Air Force. The museum's aircraft was once assigned to the test wing at Eglin AFB, FL, before being retired and transferred to Edwards AFB.

McDonnell Douglas YC-15 - S/N 72-1875

Sponsorship opportunity: $25,000

Sponsored by: _____

The McDonnell Douglas (now Boeing) YC-15 was a four-engine short take-off and landing (STOL) tactical transport. It was McDonnell Douglas' entrant into the United States Air Force's Advanced Medium STOL Transport (AMST) competition to replace the Lockheed C-130 Hercules as the USAF's standard STOL tactical transport. In the end, neither the YC-15 nor the Boeing YC-14 was ordered into production, although the YC-15's basic design would be used to form the successful C-17 Globemaster III. Two YC-15s were built, one with a wingspan of 110 feet (S/N 72-1876) and one with 132 feet (S/N 72-1875). Both were 124 feet long and powered by four Pratt & Whitney JT8D-17 engines. The first flight was 26 August 1975.

Lockheed F-104A - S/N 56-0801

Sponsorship opportunity: $25,000

Sponsored by: _____

The Lockheed F-104 Starfighter is a single-engine, high-performance, supersonic interceptor aircraft originally developed for the United States Air Force by Lockheed. One of the Century Series of aircraft, it was operated by the air forces of more than a dozen nations from 1958 to 2004. A total of 2,578 Starfighters were eventually produced, mostly by NATO members. F-104A S/N 56-0801 was delivered to the Air Force Proving Ground Center (Air Research and Development Command), Eglin AFB, FL, right after its first flight. In May 1959 Lockheed modified it to an F-104G configuration (bigger rudder) for flight controls tests and for nuclear weapon shape trials test programs. It later served as the safety chase for the museum's A-12 and the M-12/SR-71 test programs.

McDonnell Douglas F-15B - S/N 73-0114

Sponsorship opportunity: $25,000

Sponsored by: _____

The McDonnell Douglas F-15 Eagle is a twin-engine, all-weather tactical fighter designed by McDonnell Douglas to gain and maintain air superiority in aerial combat. It is among the most successful modern fighters, with over 100 aerial combat victories with no losses in dogfights. Following reviews of proposals, the United States Air Force selected McDonnell Douglas' design in 1967 to meet the service's need for a dedicated air superiority fighter. The Eagle first flew in July 1972 and entered service in 1976.

Northrop T-38A - S/N 61-0810

Sponsorship opportunity: $25,000

Sponsored by: _____

The Northrop (now Northrop Grumman) T-38 Talon is a two-seat, twin-engine supersonic jet trainer. It was the world's first supersonic trainer and was also the most produced one. The T-38 remains in service as of 2014 in air forces throughout the world. The USAF is the largest operator of the T-38. In addition to training USAF pilots, the T-38 is also used by NASA. The U.S. Naval Test Pilot School is the principal Navy operator of the T-38 aircraft. As of 2014, the T-38 has been in service for over 50 years. The aircraft displayed in front of the USAF Test Pilot School at Edward AFB was "Dedicated to the men and women of the 6510 Maintenance and Supply Group for their superb support of the Air Force Flight Test Center" on 30 October 1983.

Douglas A3D-1 – BuNo 135434

Sponsorship opportunity: $25,000

Sponsored by: _____

The Douglas A-3 Skywarrior was designed as a strategic bomber for the U.S. Navy and was among the longest serving carrier-based aircraft in history. It entered service in the mid-1950s and was retired in 1991. Throughout its service, it was the heaviest operational aircraft to operate from aircraft carriers, earning its nickname "The Whale." Its primary function for much of its later service life was as an electronic warfare platform, tactical air reconnaissance platform, and high capacity aerial refueling tanker. The museum's aircraft was damaged on the ground and initially stored at MASDC. It was later shipped to Edwards AFB for use in fire-fighting training, but was transferred to the museum instead, having since been restored to its first flight condition. This aircraft was presented and dedicated to the AFFT Museum at Edwards AFB on 14 October 2011.

Bell P-59B – S/N 44-22633

Sponsorship opportunity: $25,000

Sponsored by: _____

The Bell P-59 Airacomet was the first American jet fighter aircraft, designed and built by Bell Aircraft during World War II. The USAF was not impressed by its performance and cancelled the contract when fewer than half of the aircraft ordered had been produced. Although no P-59s went into combat, it paved the way for another design generation of U.S. turbojet-powered aircraft. The museum's aircraft, known as the "Reluctant Robot," was placed into active service with the 445th Fighter Squadron in 1945 and operated with the Squadron out of both Muroc and March Field, CA, before deactivation in January 1946. Withdrawn from USAF service by 1950, the Reluctant Robot was subsequently placed on display in front of the Edwards AFB library and is one of only six remaining P-59 aircraft.

Northrop X-4 – S/N 46-676

Sponsorship opportunity: $25,000

Sponsored by: _____

The X-4 Bantam was an experimental small twin-jet aircraft manufactured in 1948. It had no horizontal tail surfaces, depending instead on combined elevator and aileron control surfaces (called elevons) for control in pitch and roll attitude. The first X-4 serial number 46-076 was delivered to Muroc Army Air Force Base, CA, (now Edwards AFB) in November 1948. The AFFT museum's X-4 Bantam, the first of two built by the Northrop Company, was restored by a small team of dedicated volunteers over a period of less than one year. This aircraft is unique in that Charles Tucker was its only pilot during its entire career.

Sikorsky CH-34G – S/N 53-4477

Sponsorship opportunity: $25,000

Sponsored by: _____

The Sikorsky H-34 Choctaw (company designation S-58), a piston-engine military helicopter, was one of the Army's two standard light transport class helicopters. It was assigned primarily to transportation helicopter companies and is used to transport supplies, equipment, and personnel, and for aeromedical evacuation within the combat zone. It is a large single-engine, all metal helicopter. The Choctaw won acclaim in 1956 when Army aviators established three world helicopter speed records over a closed course at Bridgeport, CT. The helicopter on display at the AFFT museum was acquired in October 2005. It is painted with USMC, HMM-769 markings.

NB-52B – S/N 52-008

Sponsorship opportunity: $25,000

Sponsored by: _____

Balls 8 was a NASA Boeing NB-52B mothership. It derives its nickname from its tail number 52-008: leading zeroes plus the number 8. It was retired from active NASA service on 17 December 2004 after almost 50 years of flying service. Balls 8 was famous for dropping aerospace research vehicles for 106 flights of the X-15. A pylon was fitted under the right wing between the fuselage and the inboard engines. It also flew missions supporting the X-24, HiMAT, Lifting Body vehicles, X-43, early launches of the OSC Pegasus rocket, and numerous others.

Sikorsky JCH-3E – S/N 62-12581

Sponsorship opportunity: $25,000

Sponsored by: _____

The Sikorsky S-61R was a company-funded development of their S-61/SH-3 Sea King model. It features a redesigned fuselage with a rear-loading ramp, a conventional watertight hull instead of the S-61s boat-hull, and retractable tricycle landing gear. While still under development, the USAF placed an order for the aircraft in lieu of Boeing-Vertol CH-46Bs because Sikorsky could guarantee earlier delivery. The S-61R was designated the CH-3C while in USAF service. The CH-3Cs were kept busy with servicing Atlas and Minuteman silo complexes, as well as the short-lived Texas Tower support. This particular helicopter had its first flight on 22 November 1963 and was acquired by the AFFT museum in 1987 after nearly 25 years in service.

Lockheed SR-71A – S/N 61-7955

Sponsorship opportunity: $25,000

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The SR-71 was the USAF's two-seat version of the CIA's A-12 reconnaissance aircraft. Capable of the same high speed and altitudes as the A-12, it was slightly heavier due to the increased camera/radar sensor payload, which is housed in interchangeable nose and fuselage bays. The aircraft had an empty weight of 30 tons, and carried 40 tons of fuel when full. The aircraft on display at the main museum is the 6th prototype, S/N 61-7955. Assembly started on 13 May 1964 and #955 first flew on 17 August 1965. Throughout its career, this aircraft served as the Palmdale test aircraft until being replaced by SR-71A #61-7972 in 1985. Last flown on 24 January 1985, #955 accumulated 1993.7 hours of flight time.

Beechcraft UC-45J – BuNo 67161

Sponsorship opportunity: $25,000

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The Beechcraft Model 18, or "Twin Beech" as it is better known, is a 6–11 seat, twin-engine, low-wing, tail wheel aircraft that was manufactured by the Beech Aircraft Corporation of Wichita, KS. The aircraft at the museum saw military service during and after World War II in a number of versions, including the U.S. Army Air Forces C-45 Expeditor, AT-7 Navigator, AT-11 Kansan; and for the U.S. Navy, UC-45J Navigator and the SNB-1 Kansan. The museum's UC-45J was built for the U.S. Navy and carried BuNo 67161.

Douglas PGM-17 – THOR

Sponsorship opportunity: $25,000

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Thor was the first operational ballistic missile deployed by the USAF. Named after the Norse god of thunder, it was deployed in the United Kingdom between 1959 and 1963 as an intermediate range ballistic missile (IRBM) with thermonuclear warheads. Thor was 65 feet (20 m) in height and 8 feet (2.4 m) in diameter. It was later augmented in the U.S. IRBM arsenal by the Jupiter. After retirement as an IRBM, disarmed PGM-17As, as well as new-built Thors, were used by the USAF as space launch vehicles under the basic designation of SLV-2. The Thor was developed by Douglas into the very successful Delta family of space launchers, still in use today.

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General Dynamics YF-111A – S/N 63-9766

Sponsorship opportunity: $25,000

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The General Dynamics F-111 'Aardvark' was a medium-range interdictor and tactical strike aircraft that also filled the roles of strategic bomber, reconnaissance, and electronic warfare in its various versions. Developed in the 1960s it first entered service in 1967 with the USAF. The museum's YF-111A, S/N 63-9766, was the first F-111A built. The aircraft first flew on 21 December 1964 from Carswell AFB, Texas. Its entire service career was spent at Edwards, where it performed the full spectrum of flight tests.

Lockheed YF-22 – S/N 87-0700

Sponsorship opportunity: $25,000

Sponsored by: _____

The Lockheed Boeing General Dynamics YF-22 was a single-seat, twin-engined prototype fighter aircraft designed for the SAF. The YF-22 was a finalist in the USAF's advanced tactical fighter competition. Two prototypes were built. The YF-22 won the contest against the Northrop YF-23 and entered production as the Lockheed Martin F-22 Raptor. The YF-22 is aerodynamically similar to the F-22, but with differences in the position and design of the cockpit, tail fins and wings, and internal structural layout. The aircraft on display at the museum is the first of two YF-22s built (S/N 87-0700, N22YF), and was powered by the GE YF120 engines. It was initially delivered on 29 August 1990 and made its first flight on 29 September 1990.

Myheritage.com

Cessna NA-37B – S/N 73-1090

Sponsorship opportunity: $25,000

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The Cessna A-37B was the attack version of the T-37 trainer, and was designed for combat in Vietnam where it flew 165,000 combat sorties with the USAF and South Vietnamese units. This particular aircraft was assigned to Edwards AFB in 1976 and was heavily instrumented to perform a number of flight test support roles. It was used primarily to support the USAF Test Pilot School's flying curriculum. The "N" before its designation indicates it has been modified as a test aircraft and was never be returned to its previous configuration. It was transferred to the AFFT museum in September 1995.

Boeing B-52D – S/N 56-0585

Sponsorship opportunity: $25,000

Sponsored by: _____

The first prototype B-52 took to the air on 15 April 1952. Nearly 750 B-52s were eventually built by Boeing, of which 170 were D models. Records set by B-52s include the world's first non-stop round-the-world flight by a jet aircraft, and the first hydrogen bomb drop. B-52s began flying combat missions in Southeast Asia in June 1965. By August 1973, B-52s had flown 126,615 combat sorties, with 17 B-52s lost to enemy action. The B-52D aircraft on display flew combat missions in Southeast Asia while assigned to Andersen AFB, Guam. After further assignments to Dyess AFB and Carswell AFB, Texas, it was flight delivered to the AFFT museum on 14 September 1983 and restored by the Strategic Systems Maintenance Branch.

Northrop T-38A – S/N 61-0849

Sponsorship opportunity: $25,000

Sponsored by: _____

The USAF originally ordered the Northrop (now Northrop Grumman) T-38A Talon in the 1950s as an advanced, supersonic flight trainer. The Talon's maneuverability also made it useful as a fighter lead-in and as the first in a series of aggressor aircraft. The museum's Northrop Talon set four time-to-climb records when piloted by USAF Maj. Walter F. Daniel, on 19 February 1962, at Edwards AFB, CA. Jacob Huck restored the aircraft in 2013 for his Eagle Scout project that demonstrates leadership. The project included removing oxidation on the aircraft and applying a coat of polish; as well as creating hand-mixed cement slabs to support the permanent display.

McDonnell NF-4C – S/N 63-7407

Sponsorship opportunity: $25,000

Sponsored by: _____

The Phantom II – first flown in May 1958 – was developed as a fleet defense interceptor for the U.S. Navy. After entering Navy service in 1961, the USAF evaluated it at Edward AFB to fill a fighter-bomber requirement. This particular Phantom is the first McDonnell production F-4C. The AFFT Museum acquired it in 1991 after it had served almost its entire career in flight test. Among its various missions was that of a tow aircraft for aerial targets. NF-4C S/N 63-7407 is displayed with an RMK-19 tow reel and target unit mounted on its centerline station.

Republic YA-10B – S/N 73-1664

Sponsorship opportunity: $25,000

Sponsored by: _____

The Republic A-10 Thunderbolt II is a twin-engine, straight-wing jet aircraft developed in the early 1970s. The only USAF aircraft designed solely for close air support of ground forces, the A-10 was built to attack tanks, armored vehicles, and other ground targets with limited air defenses. The A-10 was designed around the GAU-8 Avenger's 30mm rotary cannon that is the aircraft's primary armament and is the heaviest automatic cannon mounted on an aircraft. This experimental two-seat A-10 Night Adverse Weather version was built by converting an A-10A. It included a second seat for a weapons system officer responsible for electronic countermeasures, navigation and target acquisition.

General Dynamics F-16XL – S/N 75-0749

Sponsorship opportunity: $25,000

Sponsored by: _____

The General Dynamics F-16XL is a derivative of the F-16 Fighting Falcon, with a cranked-arrow delta wing. It was entered in the USAF's Enhanced Tactical Fighter competition but lost to the F-15E Strike Eagle. The museum's F-16XL (S/N 75-0749) was the first of two F-16XLs built. It had a single seat and was powered by an F100-PW-200 turbofan. It flew for the first time on 3 July 1982.

Gloster N.F. - 11 – S/N WD592

Sponsorship opportunity: $25,000

Sponsored by: _____

The Meteor was Britain's first operational jet aircraft and the only operational allied jet to see service in World War II. The prototype, designated G.41, completed its first flight in March 1943 under the power of two de Havilland H-1 turbojets. The U.S. evaluated the Meteor at Muroc Army Air Field (today Edwards AFB) after WWII. In 1959, this particular N.F.-11 was converted to tow aerial targets and redesignated a T.T.20. After its service ended in 1969, it flew under civilian markings until it was flight-delivered to the AFFT museum on 4 October 1993.

Republic F-84F – S/N 51-9350

Sponsorship opportunity: $25,000

Sponsored by: _____

The Republic YF-84F prototype (a modified F-84E straight-wing officially designated YF-96A) completed its hour-long first flight at Edwards AFB in June 1950. The first flight of the revised F-model prototype, with its distinctly deeper fuselage profile, took place at Edwards AFB in February 1951. This F-84 was rescued from a back yard in the Midwest – after 15 years of neglect – by Pete Regina from Van Nuys, CA.

North American CT-39A – S/N 60-3505

Sponsorship opportunity: $25,000

Sponsored by: _____

Originally developed as a private venture to meet a USAF requirement for a twin jet utility trainer, the prototype T-39 made its first flight on 16 September 1958. In all, 143 T-39As and six T-39Bs were built for the USAF. The North American CT-39A, on display at the AFFT museum, was flown to Edwards AFB in November 1985 from Bergstrom AFB, TX, where it had been performing VIP transport duties with the 12th Air Force Headquarters. The "CT" designation was assigned when the aircraft was converted to the utility transport role.

Ling Temco Vought YA-7D – S/N 67-14583

Sponsorship opportunity: $25,000

Sponsored by: _____

The Corsair II was designed to meet a 1963 Navy requirement for a light-attack plane to replace the A-4. Manufactured by Ling-Temco-Vought, the Navy's A-7A made its first flight in September 1965. Two months later, the Air Force settled on the A-7 as a low-cost way to provide specialized, close-air support to the Army. Over 450 A-7Ds were delivered to the USAF. The A-7D on display is the second prototype, hence the "Y" designation. It served its entire career at Edwards AFB. It made the first totally fiber optic-controlled flight using a single fiber flight control system in March 1982.

North American T-28B – BuNo 137702

Sponsorship opportunity: $25,000

Sponsored by: _____

The T-28B was originally developed as a Navy basic trainer and completed its maiden flight on 6 April 1953. Nearly 500 aircraft were built. Early models of the Trojan were tested at Edwards AFB beginning shortly after the plane's first flight in 1949. The North American T-28B on display was one of the original four assigned to USAF flight test at Edwards. Friends of Lt. Col. Gary Hall, USA (Ret) funded restoration. Lt. Col. Hall, now deceased, flew this particular T-28B while serving as Deputy Commander of the Army Aviation Engineering Flight Activity at Edwards.

Lockheed T-33A – S/N 58-0669

Sponsorship opportunity: $25,000

Sponsored by: _____

The two-seat T-33 was developed from the single-seat F-80 fighter by lengthening the fuselage slightly more than 3 feet to accommodate a second cockpit. It was originally designated TF-80C and made its first flight in March 1948. T-33 quickly became the centerpiece of USAF flight training. Lockheed manufactured over 5,000 "T-Birds," with more than 1,000 eventually transferred to foreign countries. The T-33A Shooting Star on display started its Air Force career at Vance AFB, OK, in June 1959. It was flight delivered to the AFFT museum from Castle AFB, CA, in July 1986.

Ling-Temco-Vought YA-7F Corsair – S/N 71-0344

Sponsorship opportunity: $25,000

Sponsored by: _____

The Ling-Temco-Vought YA-7F "Strikefighter" was a prototype transonic attack aircraft based on the subsonic A-7 Corsair II. Two prototypes were converted from A-7D models. The YA-7F was not ordered into production, its intended role being filled by the F-16 Fighting Falcon. In 1985, the USAF requested proposals for a fast strike aircraft because of concerns that A-10 Thunderbolt II was too slow for interdiction. The design called for a new engine, either the Pratt & Whitney F100-PW-220 or General Electric F110-GE 100. The museum's aircraft is the second of two YA-7F models built.

Fairchild T-46A – S/N 84-0492

Sponsorship opportunity: $25,000

Sponsored by: _____

The Fairchild T-46A (nicknamed the "Eaglet") was an American light jet trainer aircraft in the 1980s. It was cancelled in 1986 with only three aircraft having been produced. The USAF launched its next generation trainer program to replace the Cessna T-37 Tweet primary trainer in 1981. Fairchild submitted a shoulder-winged monoplane with a twin-tail, powered by two Garrett F109 turbofans, and with pilot and instructor sitting side-by-side. The museum's T-46A is the first one built.

Boeing NC-135A Stratolifter – S/N 60-0377 B-2 Avionics Test Bed

Sponsorship opportunity: $25,000

Sponsored by: _____

The Boeing C-135A "Stratolifter" is a transport aircraft derived from the prototype Boeing 367-80 jet airliner (also the basis for the 707) in the early 1950s. It has a narrower fuselage and is shorter than the 707. Boeing gave the aircraft the internal designation of Model 717. Since the first one was built in August 1956, the C-135 has been a fixture of the USAF. This aircraft, 60-0377, started out as a standard C-135A "Stratofreighter." It was then converted to the NC-135A configuration when it was adapted to be the B-2 avionics testbed, on which the radar and navigation systems were tested and validated, with over 300 sorties, before the B-2 took to the air.

Rockwell B-1B Lancer – S/N 84-049A

Sponsorship opportunity: $25,000

Sponsored by: _____

The Rockwell (now Boeing) B-1 Lancer is a four-engine supersonic variable-sweep wing, jet-powered strategic bomber used by the USAF. It was first envisioned in the 1960s as a supersonic bomber with Mach 2 speed, and sufficient range and payload to replace the Boeing B-52 Stratofortress. This B-1B serviced its entire active life with the 419 Flight Test Squadron at Edwards AFB. It was involved with major upgrades to the aircraft including B-1 Block E upgrades and the Sniper Targeting Pod. This aircraft was crewed by Sergeant Chad McBunch. Sergeant McBunch's name remains on the aircraft as "C/C A1C Chad McBunch."

Lockheed NC-141A Starlifter – S/N 61-2779

Sponsorship opportunity: $25,000

Sponsored by: _____

The aircraft remained in service for over 40 years until the USAF withdrew the last C-141s from service in 2006, after replacing the airlifter with the C-17 Globemaster III. The museum's aircraft was the second aircraft of the production fleet named "Against the Wind" by her crew chief Paul Laemers, and was once assigned to the AMC 4950th Test Wing, Wright-Patterson AFB, OH. Aircraft 779 was heavily modified to become the Advanced Radar Test Bed testing airborne radars in a countermeasures environment. Structural modifications included a "universal nose" that could be interchanged with B-1, F-15, and F-16 nose radomes and radar system housings to support in-flight instrumented radar testing. It is one of three A models still in existence.

Martin RB-57B – S/N 52-1576 (NASA N809NA)

Sponsorship opportunity: $25,000

Sponsored by: _____

The Martin-built B-57 Canberra made its first flight in July 1953, and when production ended in 1959, 403 Canberras were produced for the USAF. Aircraft 1576 was the 59th B-57 built. NASA used for tests of hydrogen-powered engines under the name "Project Bee." The basic plan was to equip the airplane with a hydrogen fuel system, independent of its regular fuel system, and modify one engine to operate on hydrogen as well as its regular fuel. The airplane was to take off and climb on its regular fuel. After reaching level flight at about 54,000 feet, the fuel on one engine was switched from JP-4 to hydrogen.

Accurate Automation Corp. LoFLYTE

Sponsorship opportunity: $15,000

Sponsored by: _____

The radio-controlled craft was developed by Accurate Automation Corporation, of Chattanooga, TN, under the sponsorship of NASA Langley Research Center in Hampton, VA. It was first flown at Edwards AFB in December 1996 by a test team that included personnel from the 445th Flight Test Squadron and NASA Dryden. This 100-inch Low-Observable Flight Test Experiment (LoFLYTE) went on display at the AFFT museum in 2001. NASA and the Air Force Research Laboratory used the LoFLYTE remotely piloted research vehicle to demonstrate low-speed handling characteristics of an airframe shape known as a "waverider." A waverider is a craft that "surfs" on the shockwave created as it flies at hypersonic speeds - above Mach 5, or five times the speed of sound.

McDonnell Douglas X-36 – Air Vehicle # 2

Sponsorship opportunity: $15,000

Sponsored by: _____

Beginning in 1989, NASA and McDonnell Douglas Phantom Works developed the technologies required for an agile, tailless fighter. To validate the advanced technologies in a real flight environment, Phantom Works began building two unmanned X-36 Tailless Fighter Agility Research Aircraft vehicles using rapid prototyping techniques at its St. Louis, MO, facility in 1994. Air Vehicle number 2, on display at the AFFT museum, was used for software development and fit checks but never flew. The X-36 "cockpit" and forward fuselage areas were autographed by personnel associated with the program before the aircraft was donated to the museum in 2003.

Benson X-25B – S/N 68-10771

Sponsorship opportunity: $15,000

Sponsored by: _____

The X-25 program began in response to a perceived need for an emergency egress capability for downed pilots. The vehicle was part of the Air Force's Discretionary Descent Vehicle program, intended to give aircrew members forced to abandon their aircraft an option of landing somewhere other than where wind and gravity dictated. The concept was to equip combat aircraft with a small ultralight autogyro that could be used by the aircrew. The X-25A and B were used to evaluate piloting techniques and training requirements of the autogyro.

Ryan AQM-34J

Sponsorship opportunity: $15,000

Sponsored by: _____

The Ryan AQM-34J, also known as the Firebee, started life as a high-performance target drone and, following a feasibility study in 1960, proved to be one of the most successful surveillance UAVs (Uninhabited Aerial Vehicles) in history. Ryan modified the basic Firebee target to fly autonomous, pre-programmed, long-range reconnaissance missions during the Vietnam War. The Firebee has a wingspan of 15 feet, is 26 feet long, and weighs 2,865 pounds. Twenty-eight variants were ultimately developed to gather photographic, infrared, and electronic intelligence, carry out electronic countermeasures, and act as decoys in probing enemy defenses. The Firebee on display at the AFFT museum was used for aircrew training by the 11th Tactical Drone Squadron at Davis-Monthan AFB, AZ, and was acquired by the museum in 1989.

First Flight Wall

Sponsorship opportunity: $15,000

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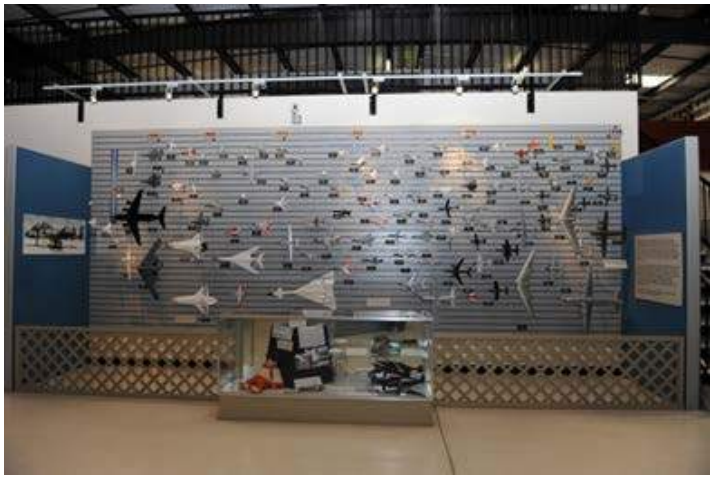
The First Flight Wall depicts the historic first flights at Edwards AFB. It has more than 80 same-scale models of aircraft on a timeline spanning from 1941 to the present.



Old Main Base Control Tower Cab

Sponsorship opportunity: $15,000

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