



HERITAGE FLIGHT MUSEUM

Guide to Aircraft



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www.heritageflight.org

MUSEUM AIRCRAFT

WWII :: Primary Trainers



PT-13 Stearman

The PT-13 & PT-17 was produced in numbers by Boeing Aircraft from 1936 to 1944. The PT-13 was typical of the biplane primary trainer used during the late 1930's and WWII. Whereas it was powered by a Lycoming engine, the same airplane with a Continental engine was designated the PT-17, and with a Jacobs engine, the PT-18. Many were sold to the public as the aircraft were retired from active duty.



PT-19 Cornell

The PT-19, developed by Fairchild in 1938 to satisfy a military requirement for a rugged monoplane primary trainer, was ordered into quantity production in 1940. In addition to being manufactured by Fairchild during WWII, the "Cornell" was produced in the U.S. by the Aeronca, Howard and St. Louis Aircraft Corporations and in Canada by Fleet Aircraft, Ltd. Some Cornell's were powered by Continental radial engines and designated PT-23's, while others were produced with cockpit canopies and designated PT-26's.

WWII :: Advanced Trainer



SNJ-4 Texan

The North American Texan was known as "the pilot maker" because of its important role in preparing pilots for combat. Derived from the 1935 North American NA-16 prototype, a cantilever low-wing monoplane, the Texan filled the need for a basic combat trainer during WW II and beyond. Depending on who they flew for, the Texan went by SNJ in the Navy, T-6 in the USAF, and Harvard in the RAF and RCAF.

WWII :: Fighter



P-51 Mustang "Val-Halla"

The P-51 was the "100 day wonder" of WWII. Originally specified and ordered by Great Britain, and ignored by the US Army Air Corps, the aircraft was designed and built by North American Aviation from the ground up in 100 days. When it's capabilities were later recognized by the USAAC, it was ordered in vast quantities. The range, speed and high altitude capabilities enabled the Allied forces to escort bombers far deeper into enemy territory than any other fighter aircraft.

Korea :: Liaison & First Aid



L-13 Grasshopper

Manufactured by Consolidated-Vultee/Convair, the L-13 was built as an observation aircraft. It was the only one of the L-series aircraft built by Convair. Their apparent desperation to get into this market is suggested by the aircraft's aerodynamic over-engineering and poor human engineering. It's primary missions were as liaison, recon, ambulance and jack-of-all-trades.



H-13 Sioux M*A*S*H

The H-13 was one of the primary rescue helicopters used during the Korean War. It was later put into a light utility and observation role, and was ultimately converted into a flying ambulance that ferried wounded soldiers from the front lines to the more remote Mobile Army Surgical Hospitals (MASH). Stretchers were mounted atop the landing skids on the outside of the cockpit... a windy ride, but worth it!

Korea/Vietnam :: Attack/Fighter/CAS



AD-4NA Skyraider

Designed as a robust, multirole attack aircraft for the US Navy, the carrier-based Skyraider was able to carry a wide variety of weapons on its numerous wing hardpoints. The Skyraider first saw combat in the Korean War, where its long loiter time and heavy load-hauling capability gave it a distinct utility advantage over the jet aircraft of the time. The A-1 series was operated with enormous success during the Vietnam War, where it was used in the Ground Attack, Forward Air Control, and Search and Rescue roles by the US Air Force.

Vietnam :: Observation/FAC



O-1 Bird Dog

The O-1G is a two-place observation and liaison aircraft developed from the commercial Cessna Model 170 in 1949. Originally designated as L-19s, "Bird Dogs" were used by the USAF, Army, and Marines for such tasks as artillery spotting, front-line communications, medical evacuation, and pilot training.



O-2 Skymaster

The O-2 is a military version of the Cessna Model 337 Super Skymaster. Distinguished by twin tail booms and tandem-mounted engines, it features a tractor-pusher propeller arrangement. In late 1966, the USAF selected a military variant, designated the O-2, to supplement the O-1 Bird Dog forward air controller (FAC) aircraft then operating in Southeast Asia. Having twin engines enabled the O-2 to absorb more ground fire and still return safely, endearing it to its crews.

LOANED AIRCRAFT

WWI :: Fighter



Nieuport 11

This 7/8th scale replica of the Lafayette Escadrille's state-of-the-art fighter brings WWI back to life! The Nieuport included such 'new' technology as ailerons, elevators & a conventional tail plane - making it much more accurate to fly. Originally powered by a rotary engine, this replica has a converted VW car engine. The Nieuport is considered the first US fighter aircraft.

WWII :: Advanced Trainers



T-6 Texan "Hog Wild Gunner"

Built in 1942, this T-6D was one of several sold to the Spanish Air Force as a trainer and attack aircraft. Powered by the Pratt & Whitney R-1340, it is an excellent flying aircraft that is as much fun to listen to as it is to fly. One of the early roles of this aircraft was tail gunnery training. This one still has the roll-forward rear canopy and a rear seat that turns to face backward to accommodate that training.



T-6 Texan

The North American T-6 Texan was known as "the pilot maker" because of its important role in preparing pilots for combat. Derived from the 1935 North American NA-16 prototype, a cantilever low-wing monoplane, the Texan filled the need for a basic combat trainer during WWII and beyond.

Post-WWII :: Utility



L-20 Beaver

Originally designed for the military, the Beaver is thought by many to still be "Best in the Bush" and is the favorite of pilots in Alaska & Northern Canada. Beavers can be found in civil and military service in over 65 countries.



MH-1521 Broussard

The Max Holste 1521 Broussard was a larger version of the M.H.152, carrying five passengers instead of four. It also had a larger Pratt & Whitney Wasp engine, with double the power of the original. The Broussard, meaning "Bushman," was a strong aircraft with excellent Short Take-Off and Landing (STOL) characteristics. It was supplied to many former French colonies in Africa, and was not retired from French service until the early 1980s.

OTHER DISPLAYS

WWII :: Simulator/Trainer



LINK Trainer

The original Link Trainer was created in 1929 out of the need for a safe way to teach new pilots how to fly by Instrument Flight Rules. It was created by former organ builder Link, who used his knowledge of pumps, valves and bellows to create a flight simulator that responded to the pilot's controls and gave an accurate reading on the included instruments. More than 500,000 US pilots were trained on Link simulators, as were pilots of Australia, Canada, Germany, Great Britain, Japan and the USSR.

WWII :: Radial Engine



Pratt & Whitney R-4360 Wasp Major

The R-4360 was the largest radial piston aircraft engine designed and built during World War II. It was the last of the Wasp family and the culmination of its maker's piston engine technology, but the war was over before it could power airplanes into combat. Made up of 28 cylinders, it has four rows of seven that are off-set for maximum air cooling. The off-set design lent itself to the nickname 'The Corn Cob Engine'! The R-4360 can be found on the heavy military transports and some early, large passenger aircraft.

WWII/Korea :: Military Vehicles



Jeep

Ford GPW's were manufactured from 1941 to 1945, and are the iconic World War II Jeep. The original design and build of the Jeep was won by Willys', but when production increased beyond their abilities, Ford was awarded a sub-contract for a short period of time. The "GPW" designation stands for "Government> Passenger> Willys". Ford first designed and implemented the now familiar and distinctive stamped, slotted steel grille seen on Jeep-brand vehicles.



Ambulance

The lightweight and versatile Dodge half-ton 4x4 G505 WC series of trucks were built during 1941 and 1942. They were the first Dodge all-military design developed in the build-up to full mobilization for World War II. The ambulances had a longer 123 in. wheelbase and different suspension from the typical specs for the G505 half-ton trucks.



Scout Car

The Scout was developed in 1938 by the White Motor Company, and was eventually an improved version, designated M3A1, was adopted by the Army. The new version had longer and wider hull and a roller mounted mounted in front of the bumper. The M3A1 could carry up to seven infantry and provide fire support with three machine guns - one .50 Caliber (12.7 mm) and two .30 Caliber inch (7.62 mm) - mounted on a skate rail around the hull. Production of the M3A1 started in 1941 and lasted until 1944, with 20,918 vehicles built.

MUSEUM EVENTS

Monthly Flying Days

The Museum open houses, held on the third Saturday of every month from 12-4pm, are like a mini-monthly air show! Especially during the summer months when the weather is fair for flying! Often other local warbird operators will join the event to display their aircraft.

Visitors can get an up-close look at a variety of WWII, Korean and Vietnam-era aircraft - depending on what is currently on the ground in Bellingham! Heritage Flight Museum does not sell or provide any rides in the Museum aircraft... but you're sure to witness the mighty rumble of a radial engine start-up, and a good number of single-ship and formation fly-bys.

Our 'Future Flyers' Kids Area always has an activity or two for the kids to participate in during the event too.

Special Events

The Museum holds additional open hours on some national holidays. See the calendar on our web site at www.heritageflight.org.

Heritage Flight Museum also hosts the annual 'Warbird Weekend'... a multi-day event featuring the 'Greatest Generation' hangar dance on the Friday night, and the day-long open house on the Saturday. Visiting aircraft and other military vehicles also attend. For dates and more information see our web site at www.heritageflight.org.

"Those who cannot remember the past are condemned to repeat it."
George Santayana (1863-1952)

About the **Heritage Flight Museum**

The Heritage Flight Museum, founded in 1996 by Maj. General William Anders (Apollo 8 astronaut), is a 501(C)(3) non-profit organization dedicated to the preservation and flying of historic military aircraft, and to keeping their rich history alive through public education.

Museum Purpose

The Heritage Flight Museum (HFM) has been established by the Anders family to help the public understand and appreciate the contribution military aircraft, and the people that flew them, have made to our heritage, national security and freedom.

The primary focus of the HFM will be on US Army Air Corps and US Air Force vintage "Warbirds": fighters, trainers, and liaison aircraft. Additionally, once a permanent facility is established, the HFM will add displays highlighting elements of the US Space Program, mainly the Apollo program.

In order to obtain the greatest exposure of the aircraft, the HFM displays aircraft through flying and static display at air shows, and at their home location in Bellingham, WA.

Besides aircraft displays, HFM plans to display aviation restoration projects, models, and memorabilia. Space flight memorabilia, historical presentations, and educational material will be displayed as well. Additionally, once a more permanent facility is found, the museum plans to develop aviation education and youth education programs.

You can help **Honor Veteran's & Keep History Alive**

Donations

Do you have a spare bill or maybe a million dollar check? Whatever the amount, your thoughtful donation will help to fund our mission of keeping aviation history alive! Make your tax deductible donation during our monthly open house, deliver it personally to one of our Museum representative, or drop it in the mail.

Memorabilia

We are always happy to consider relevant WWII, Korea and Viet Nam era memorabilia. Our collection includes uniforms, pilot handbooks and handwritten mission notes... many donated by the men and women who served our country. Please consider our Museum as a suitable place to display your families military history.

Planned Giving & Bequests

Remember our Museum in your will and estate planning. Leave a lasting legacy for future generations.

Membership

Our Membership Program is now airborne! Join us in our mission to Honor Veterans and Keep History Alive! Enjoy our quarterly members-only bulletin, annual newsletter, advance notice of HFM events, and invitations to special, behind-the-scenes activities here at HFM open only to Members! Our program is developing constantly, and the benefits will only get better! Sign up today!

Volunteer

If you are interested in volunteering at the Museum, please pick up an application while you're visiting, or on the web site's Support page. Volunteer position descriptions are also available.

Open Hours...

The Museum is open Thursday, Friday & Saturday from 12-4pm, with Flying Days on the third Saturday of every month.

Location...

The Heritage Flight Museum is located at Bellingham International Airport in Bellingham, WA - 80 miles north of Seattle, WA, and 50 miles south of Vancouver, BC.

Admission...

Admission is by donation.