FLIGHT LINES

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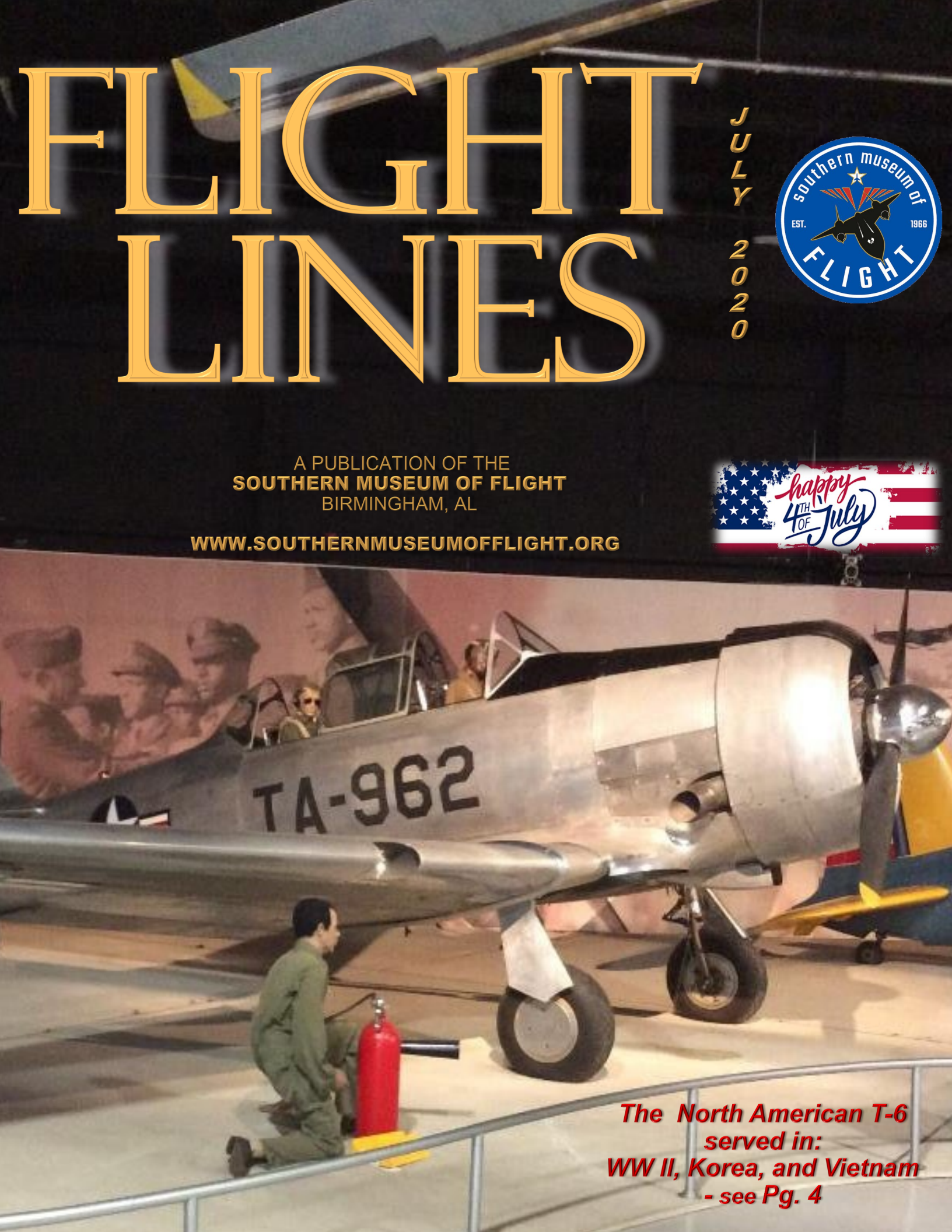


The North American T-6 served in: WW II, Korea, and Vietnam
- see Pg. 4

FEATURED AIRCRAFT

Recovery & Restoration Of The F-86L "Sabre Dog"
A Korean War Veteran On Display

Perched atop and bolted to the roof of the high school building, the Banks Jet epitomized a winning spirit of an athletic program with consecutive 4A state football championships. A 1982 Banks graduate and board member of the museum, Dr. William "*Bucky*" Wood, would lead alumni efforts to rescue, preserve and restore the jet.

After Banks closed in 2007, the state of Alabama agreed to turn over the iconic jet, still on loan from the USAF, to our museum. A combination of volunteers, Daniel Metals, Inc., CraneWorks and the museum, led by Wood, yielded a plan to remove and relocate the jet to the museum for restoration. In August 2007, after 46 years of "*mascot duty*", the jet descended via crane to a flat bed trailer and was on the road to a new life. At the museum, the F-86L had all paint removed, and a new cockpit and authentic instruments installed. Following this restoration, the jet took its proud place in 2012 with other outdoor aircraft exhibits at the museum. A dedication monument honoring the Banks Alumni is located there also. There is a short YouTube video on the relocation and restoration of the Banks Jet at:

https://www.youtube.com/watch?v=-OUyF5ZNUnM

Starting with the basic airframe of its F-86A, North American Aviation incorporated two unprecedented concepts into the F-86D, which was initially designated the F-95. First, a highly sophisticated electronic system replaced the second crewmember carried by other interceptors of the time. Second, the F-86D became the first production single-seat fighter to which air-to-air missiles replaced the classic gun armament.


F-86L Rocket Tray

With its air intake reshaped to make room for the enclosed radar, the F-86D, nicknamed "*Sabre Dog*," presented a distinctive profile. The first prototype (*YF-86D*) flew on December 22, 1949.

The F-86D was the first USAF airplane to have all-rocket armament and the first all-weather interceptor to carry only one person for operating the radar fire control system as well as piloting the airplane. It also had the distinction of succeeding itself in setting a new world's speed record - 698.505 mph on November 19, 1952, followed by a speed of 715.697 mph on July 16, 1953.

The F-86L was an upgraded conversion of F-86D with new electronics, extended wingtips and wing leading edges, revised cockpit layout, and uprated engine. A total of 981 F-86D planes were converted to the F-86L.

North American delivered 2,506 F-86Ds before production ended in September 1953 and the USAF phased out its F-86D fleet by June 1961.

Technical Specifications of the F-86D

Engine:	GE J47 (*7,650 lbs. thrust*)
Speed (max):	761 mph
Range:	800 miles
Ceiling:	50,000 ft
Span:	37 ft. 1 in
Length:	40 ft. 4 in
Height:	15 ft
Weight:	19,975 lbs (*loaded*)
Armament:	24 - 2.75in FFAR Rockets

BEGINNINGS OF A RESTORATION

Fairchild 24 C8B

A rare, 1930s Fairchild single engine aircraft was recently donated to the museum and has begun the restoration transformation by the museum's skilled volunteers.

Ready For New Fabric

In 1931, Sherman Fairchild bought the American Aviation Corporation's Kreider -Reisner subsidiary that became the new Fairchild Aircraft Corp. This purchase came with the rights to a two-seat sport and training aircraft with a parasol wing layout.

The Fairchild 24 remained in production from 1932 to 1948. The 1932-1933 production of Fairchild 24s numbered 27 and of the C8B model, there was only 2 of that particular model, making this particular aircraft a very rare aircraft. In all, Fairchild constructed over 1500 Model 24s, with an additional 280 being constructed by the TEMCO in Dallas when that company purchased the manufacturing rights after World War II.

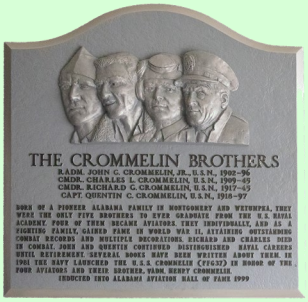
This F24 C8B was built in the Hagerstown, Maryland plant, and was certificated in April 1932.

Initially, the 1932 model Fairchild 24 C8B used a reliable and popular Warner 125 hp radial engine, and the Fairchild 24 C8C used the Warner 145 hp radial. Menasco Pirate engines were occasionally used in some earlier Fairchild 24s as is the case with this model in restoration. This model (N13111) is powered by a Menasco Super Pirate D4B, an engine used in light general and sport aircraft during the 1930s and 1940s.

The sturdiness of construction of the aircraft has ensured that many have survived to this day. The last "new" Fairchild 24 was assembled in 1948 from a large inventory of leftover parts in Winfield, KS.

This rare Fairchild 24 C8B was donated to the museum by Robin Smith of Satsuma, AL. He lived and flew the airplane in New Jersey and retired to South Alabama, moving various parts of the Fairchild to Alabama when it was being disassembled for repairs.

Alabama Aviation Hall Of Fame



On the 2nd floor of the museum, the Alabama Aviation Hall Of Fame currently honors distinguished individuals who met qualifications established by the Alabama Legislature:

> *….to promote and encourage the growth and public support of aviation, especially general aviation, within the state by providing official and public recognition and honor to individuals, living or dead, who by extraordinary achievement and service have made outstanding and substantial contributions to aviation in Alabama…….*

Of the 84 aviation honorees, over half (*46*) are World War II veterans. Their sacrifice and service is cause to reflect. It is also very significant to recognize that three World War II members are recipients of the Medal of Honor**:**

William R. Lawley, Jr.
David McCampbell
Michael J. Novosel

Alabama has a total of 33 Medal of Honor recipients.

From Historical Perspectives To Diorama Realities

Delta Air Lines history began in 1925 as the world's first aerial crop dusting operation and was headquartered in Monroe, LA. The museum's diorama replicates a scene at Imperial Valley outside of Monroe in June 1926, as a Huff-Daland Duster is readied for a flight.

From this 1926 picture (*top*), the diorama begins to take shape as the office building is constructed (*middle*) and the scenery (*digital wallpaper*) and airfield artifacts are added (*bottom*) to complete the historically accurate diorama.

Following Delta's crop dusting operations in the late '20s, it officially became Delta Air Lines in 1945 and has grown to be one of the world's largest global airlines.

DELTA

A "Mosquito" In The Korean War

During the Korean War and to a lesser extent during the Vietnam War, airborne forward air controllers (*FACs*) chose the North American T-6 aircraft as the best available aircraft because it could operate from small, rough airstrips and was easy to maintain. More importantly, the T-6 was faster and more rugged than the light liaison aircraft they initially flew. They would mark targets with smoke rockets for the fast fighter-bombers.

Even though this World War II trainer was not designed to fly in combat, it performed well in its role as an airborne *"Mosquito*". The T-6, originally known as the Texan and one of the most widely used aircraft in history, was the sole single-engine advanced trainer for the USAAF during World War II. 15,495 were built between 1938 and 1945.

In 1949, many Texans were rebuilt to new and improved standards and redesignated T-6Gs, dropping the AT prefix. In its new form, the T-6G retained the basic structural and flying characteristics of the Texan, but had modifications in equipment to meet the latest training requirements. The pilot's cockpit was simplified to bring it into line with that of the North American T-28 Trojan and the rear cockpit was equipped with complete instrument training equipment.

The North American T-6 continued training Air Force and Navy cadets until both services went to an exclusively all jet pilot training syllabus.

The T-6G proudly displayed with the Tuskegee Airmen diorama arrived at the Bessemer Airport in 1964 from New Bedford, MA. It's flight log shows a total flight time of 5,508 hours, and operating time for the Pratt & Whitney R-1340 engine indicates 703 hours. The Texan was donated to the museum by C.G. Cox in August 1982. Glenn Messer accepted the donation for the museum.