

HANGAR 1

In Hangar 1, you will find a collection of general aviation aircraft ranging from military to civilian use. These aircraft are some of the most recognizable in the aviation community and are often found in movies or media.



The Wright Flyer is one of the most iconic aircraft because in 1903 it became the first powered, controlled, and heavier than air airplane to fly. The one that we have on display is a replica of the original aircraft. The original Wright Flyer can be found at this Smithsonian. A piece of the original aircraft was flown to the Moon and back aboard Apollo 11 and another piece was attached to the Mars Ingenuity helicopter.



The Bumble Bee was designed and built to be the world's smallest aircraft. On January 28, 1984, the aircraft took the record for worlds smallest airplane in the Guinness Book of World Records. While a smaller Aircraft has since flown, the Bumble Bee still holds the record for the smallest Biplane (two winged) aircraft.



The BD-5J Microjet is the world's smallest jet. The jets where sold as home build kits. The aircraft was much harder to build than anticipated and once built, the skill level needed to fly these planes where beyond that of many pilots. This aircraft is often shown in airshows and movies. You can see this plane flying in the opening scene of the James Bond movie Octopussy.





Look up. The aircraft hanging above you is the **Mitchell Wing B-10**. This aircraft started as a foot-launched hang glider in 1975. Soon after a powered version called the B-10 followed. This version intended for homebuilders is manufactured of wood, aluminum tubing, fiberglass, and covered with fabric. Mitchell Wings have been used to set several distance and altitude records for microlight aircraft and hang gliders.



Th **Rutan Model 23** was designed by a world renowned aerospace engineer Burt Rutan. It is a tandem two-seater aircraft that was sold as a homebuilt kit. 600 kits where sold, however only about 20 actually ended up flying. Only 5 of these planes are flying today.

PIMA AIR & SPACE MUSEUM HANGAR 1



The Westland Lynx is a British-designed multipurpose military helicopter and became the first fully-aerobatic helicopter. A modified Lynx also set a speed record in 1986 as the world's fastest helicopter, a record that it still holds today! It was an extremely versatile design and over 40 variants served with the British military.



The Hawk has served as the main advanced jet trainer for the Royal Air Force for more than forty years. The Royal Air Force's aerobatic team, the Red Arrows, flies the T.1A Hawk. Versions of the Hawk have served with numerous military forces outside of England. The United States Navy currently uses an aircraft carrier capable version called the Goshawk for advanced pilot training and carrier qualification.



The F-11 Tiger showed great promise, but the rapid advancement

of aviation technology in the 50s resulted in the plane being obsolete even before it entered service. Tigers served in front-line squadrons for only four years before they were replaced by the F-8. This Tiger flew with the Blue Angels team for the Navy between 67-69. The team is the 2nd oldest demonstration team in the world after the French Air Force.



The F-4 Phantom II is one of the most well known fighters in the world. While the aircraft had some disadvantages compared to more maneuverable jets, superior tactics and pilot skill made this one of the most successful and widely used strike fighters ever. This aircraft was used extensively during the Vietnam War and also flew with the Air Force's Demonstration team, the Thunderbirds, from 1969-1973.



This helicopter is one of the most recognizable and iconic in the world. It is the **Bell UH-1 Iroquois**, better known as the **Huey**. They were developed for the US Army during the Vietnam War. Hueys were designed as medical evacuation aircraft (MedEvac), but they were so adaptable that they served many roles, including troop transport and as armed gunships. The US Marines currently operate the UH-1Y Super Huey.

PIMA AIR & SPACE MUSEUM HANGAR 1



Look up. **The De Havilland Vampire** is the second jet to enter service with the British Royal Air Force (the first was the Meteor) and first flew in 1943, although it did not see combat during WWII. One-seat versions served with the RAF as fighter-bombers until the 50s. The two-seat trainer version like the museum's was used by more than 30 militaries around the world until the early 80s.



The F-14 Tomcat is the fighter plane made famous by the movie Top Gun. They were a carrier-based interceptor and were introduced aboard the USS Enterprise in 1974. They flew some of the last combat missions over North Vietnam. Tomcats were retired in 2004 because of rising costs of operations and were replaced by the F/A-18E Super Hornet.

This next area is our Women in Flight Exhibit where you can find displays and artifacts highlighting the history of women in military, commercial, and civil aviation. The first woman to pilot a plane was Therese Peltier of France. She flew in 1908, just 5 years after the Wright Flyer's first flight.



The white and red plane is a **Learjet Model 23.** The Model 23 was a business jet that first flew in 1963. The small jet was the pinnacle of luxury and prestige in an era of propeller driven business planes. This one belonged to Louise Timken, who was the first woman to pilot a Learjet. She received her pilot's license in 1943 and flew up until 1992. Her very last flight was to deliver her Learjet to the museum for donation.



The red plane is a **Beechcraft S18D**. The plane was designed as an airliner and was also used by the military during WWII to train pilots. Beechcraft Corporation was a major aviation manufacturer throughout the 20th century and Olive Anne Beech was the first woman to become a CEO of a Fortune 500 Company when she became president of Beechcraft after her husband died in 1950. She remained with the company in various leadership roles until it was purchased by Raytheon in 1980.



HANGAR 1



The silver plane is a **Model 10 Electra,** which began as airliners in the 1930s. The museum's was acquired by the US Army Air Forces during WWII and used to transport personnel around Europe. It was a Model 10 that the famed woman aviator Amelia Earhart was flying when she attempted to become the first woman to fly around the world in 1937. The fate of the plane, Earhart, and her navigator remain a mystery to this day.



The exhibit behind the Electra is dedicated to the **WASPs of WWII**. The Women Airforce Service Pilots formed in 1942 with the purpose of ferrying (moving) military aircraft around the United States. By the end of the war, WASPs had piloted every type of aircraft manufactured during the war. In addition to ferrying, the pilots also towed gunnery targets and flew cargo around the US. It wasn't until 1977, that these women were granted military status for their service.



As you move out of the Women in Flight Exhibit, you'll see a **Runway Supervisory Unit (RSU)**. These structures are placed at the end of runways and are manned by safety observers. They visually check planes about to land to make sure everything is configured correctly for a safe landing. It is also their job to make sure the runway is clear of debris, personnel, and even animals. Inside, you can hear air traffic controllers from Davis Monthan Air Force Base and the Tucson International Airport.



The PBM-5A Mariner is the largest amphibious aircraft ever built. Originally built purely as a seaplane, the Mariner flew during WWII and the Korean War as a patrol bomber and a rescue aircraft. After their military service, some were converted to civilian transport aircraft. The museum's Mariner is the last one in existence out of 1,366 that were built.



The SR-71 Blackbird is one of our most well-known planes. Design work began in 1958 and was highly classified. With a top speed of Mach 3 (3 times the speed of sound or ~2,200 mph), they still hold the record for the world's fastest jet, and jet with the highest service ceiling (80,000ft). These were designed as spy planes and contained very sophisticated recording equipment. Blackbirds were declassified in 1982 and were eventually replaced by satellites.



HANGAR 1



A common plane to see flying around Tucson is the **A-10 Thunderbolt II**, known as the **Warthog**. Designed in 1967, it was built around its massive 30mm rotary cannon which is capable of firing 4,200 rounds per minute. While introduced in 1972, it wasn't until the first Gulf War that they proved themselves as a formidable ground attack plane when A-10s destroyed thousands of armored vehicles. They remain in service today with the US Air Force.



The blue plane is the **S-3 Viking**. It was designed in the late 1960's and incorporated the latest submarine hunting technology. The Navy's ability to detect and monitor Soviet nuclear submarines greatly increased when the Viking entered service. Later in their service, Vikings were converted for anti-surface warfare, strike missions, and aerial refueling missions. They remained in service until 2016.



This helicopter is an **AH-1S Cobra**. The design is based off of the UH-1 Huey, like the one you saw on the other side of the hangar. Even though they look very different, Cobras and Hueys have 80% of their parts in common. Cobras were used as attack helicopters and entered combat during the Vietnam War and served until 2006, when they were replaced by the more capable Super Cobra.

The door behind the Cobra leads to the museum's outdoor exhibits. Outside you'll find examples of civil, commercial, and military aircraft from around the world. Outside to the left are the museum's three WWII themed hangars. The building with the American flag is the 390th Memorial Museum, which has a B-17 bomber on display. Around the main hangar to the right is the Space Gallery (blue building). We hope you enjoy exploring the rest of the museum!