

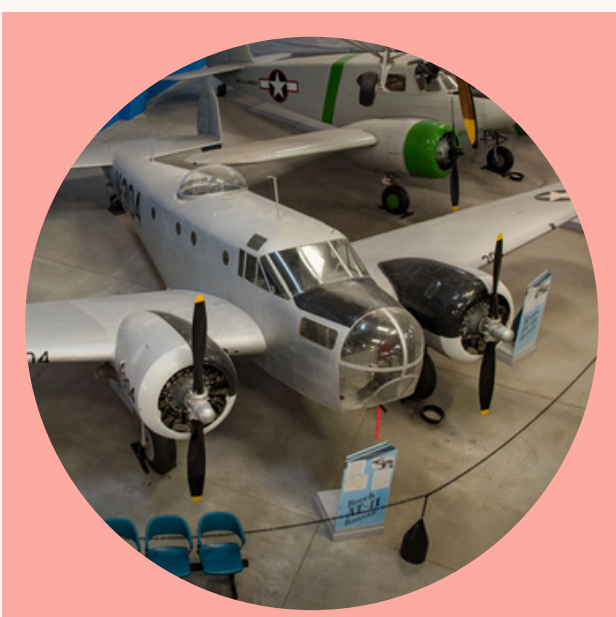
In Hangar 3, most of the aircraft and artifacts you'll find are from the European Theater of WWII. from the European Theater of WWII that were used by the United States, Great Britain, Germany, and the Soviet Union.



The cockpit to the right of the entrance belongs to the **HU-25 Guardian**. The Guardian was a business jet that was adopted by the US Coast Guard in 1982. It was the only pure jet powered aircraft to ever serve with the Coast Guard and was used to search for survivors of accidents at sea, anti-drug patrols, and marine environmental protection. They served until their retirement in 2014. It is included in this guide, not because it is a WWII-era aircraft, but because you can climb inside the cockpit!



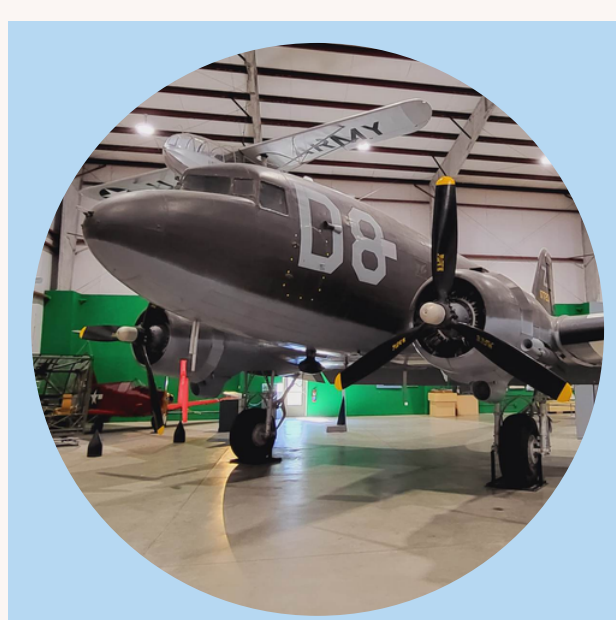
Look up. The silver and yellow plane is the **PT-22 Recruit**. This plane was the first metal monoplane that was adopted for use as a primary trainer by the US military during WWII. They were originally designed as a sport trainer and first flew in 1933. During WWII, pilots went through three phases of training: primary, basic, and advanced. During primary training pilots learned how to take off, land, and control a plane in the air. Notice the two seats in the PT-22, one for an instructor and one for a student.



In addition to training pilots, crews aboard bombers also had to be trained in the air. The **AT-11 Kansan** was originally an airliner that was converted for use as a trainer for the Army Air Forces. The nose of the Beechcraft Model 18 was changed to clear Plexiglass and the fuselage was modified into a bomb bay capable of carrying 1000 lbs. of bombs. Bombardiers and navigators trained on Kansans throughout WWII up until the 1950s.



The display of the **Fabric Covering Process** shows how the museum would restore a fabric plane. Most early planes were made from fabric and wood. Even into WWII, some planes still included fabric elements in their design. One example is the British Hawker Hurricane (next page). The rear fuselage was made from fabric as were the wings in early versions of the Hurricane. Today, some gliders, homebuilds, and light sport aircraft are still designed with advanced fabric coverings.



The C-47 Skytrain is a cargo plane that was based off the airliner, the Douglas DC-3. Redesigning airliners to cargo planes was a common occurrence during the war and, more than 9,500 of these planes were built for the US military. They served in every theater of the war, but are well known for delivering paratroopers and gliders behind enemy lines during the D-Day invasion. As of 2017, more than 400 Skytrains were still flying in private hands.



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Behind the Skytrain is a small red plane, the **PQ-14 drone**. These all-wooden drones could be flown remotely or by a pilot. The remote feature meant that these were useful for target practice for anti-aircraft gunners in the US Navy and Army.



The Hawker Hurricane is a British fighter that first flew in 1935. It was the first British fighter that was a monoplane (one wing on either side) and the first to feature retractable landing gear. It had much heavier firepower than other British fighters, with eight machine guns mounted on the wing. The Hawker Hurricane bore the brunt of the fighting during the Battle of Britain, when the German Air Force (Luftwaffe) attempted, but ultimately failed, to gain air superiority over Great Britain.



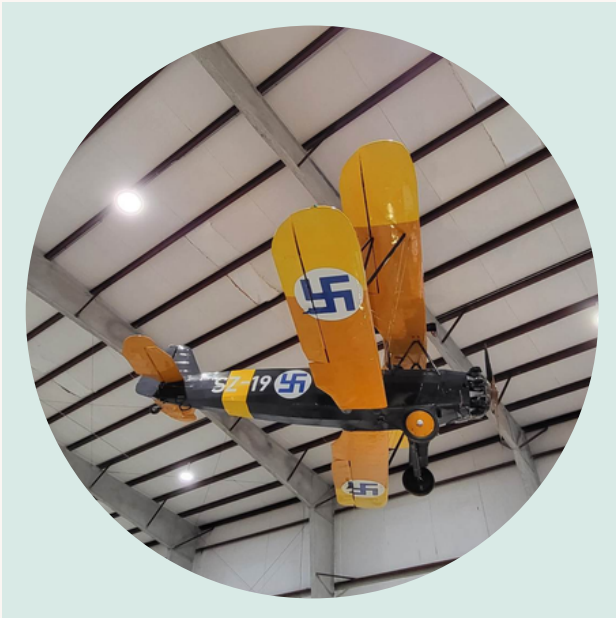
The cases display artifacts from the **406th Fighter Group**. The group was initially designated a dive bomb group and flew the A-24 Dauntless, but were redesignated a fighter group and flew the P-47 Thunderbolt. They entered combat in May 1944 in Ashford, England and provided cover for the D-Day invasion in June of that year. They continued flying missions in Europe, including the Battle of the Bulge, until they were demobilized in 1946.



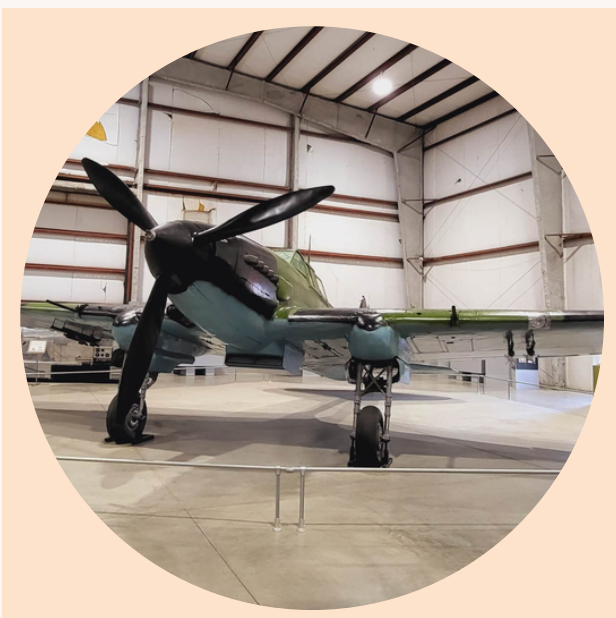
The B-24 Liberator was a long range bomber used by the United States and our allies during WWII, that first flew in December 1939. Throughout the course of the war, they were used as bombers, maritime patrol, and even to deliver supplies to French Resistance fighters in preparation for D-Day. By the end of the war, 18,482 Liberators had been built, making them the most produced American aircraft of WWII.



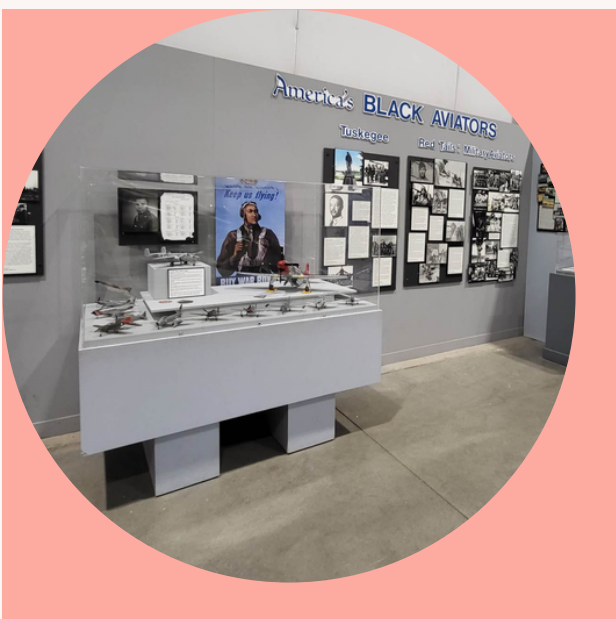
The German V-1 "Buzz Bomb" is the world's first operational cruise missile, meaning it was self-guiding and not radio controlled. They used a magnetic compass in their pre-set guiding system. The Buzz Bomb was first used operationally in June 1944 when the first V-1s were fired at London from France across the English Channel. The German's fired V-1s into Great Britain, killing an estimated 8,000 people, and mainland Europe, killing an estimated 4,600 people.



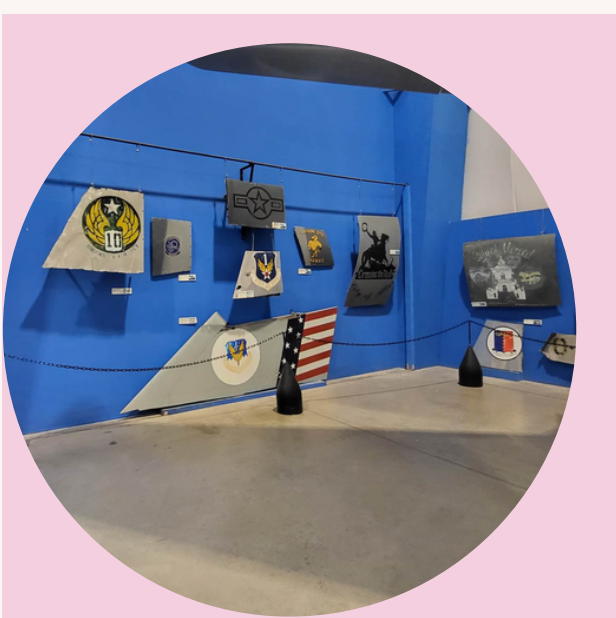
Looking up, you will see an **FW-44 Stieglitz**. The Stieglitz was an excellent trainer aircraft used by Germany and several other countries. 33 were sent to Finland early in WWII and the plane above is one of them. While Finland fought on the side of Germany during WWII, the Finnish Air Force had been using the swastika symbol independently of the Third Reich, because it was a symbol of good luck before it became associated with Hitler.



The IL-2 Shturmovik was a Soviet plane used for ground attack. Faced with a severe shortage of aluminum, the plane was built with its wings and tail section made from wood. The nose and cockpit were heavily armored, making them difficult to shoot down from the ground. They were vulnerable from the air however, and thousands were lost during the war. While not technologically advanced, the IL-2 became the most produced aircraft of WWII, with an estimated 36,000 of them built.



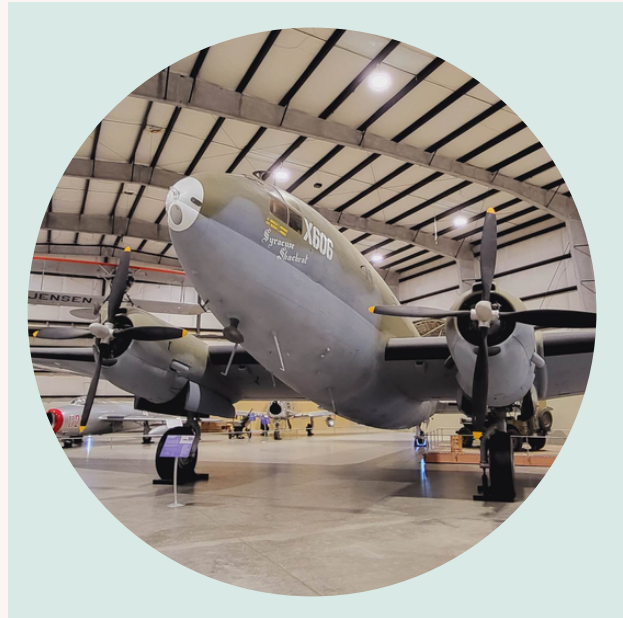
Behind the IL-2 is **the Tuskegee Airmen** exhibit. The demand for pilots during WWII meant that the Army Air Forces allowed black men to become pilots, an opportunity that was denied them during WWI. They distinguished themselves as skilled and disciplined pilots, despite facing racism and discrimination from their white commanding officers and fellow servicemembers. The most well known group of Tuskegee Airmen is the Red Tails, who flew bomber escort missions in P-51 Mustangs.



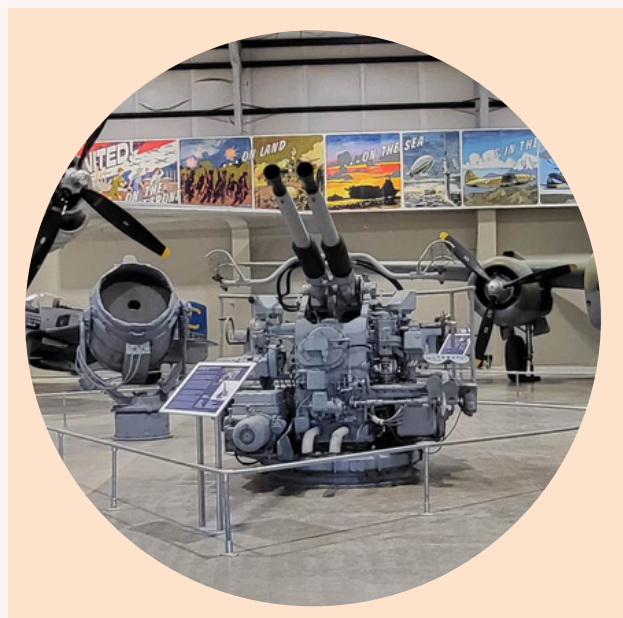
The Nose Art display showcases some of the unique markings and symbols painted on planes during WWII. Nose Art is considered "unofficial art", meaning it was not part of a plane's official military markings. Crew members and pilots often painted something that had meaning to them, were considered a good-luck charm, or that simply boosted morale. Popular Nose Art includes Disney and Looney Toons characters, pictures mocking Hitler and Germany, and pin-up girls.

Hangar 4 and Hangar 5 are located behind this hangar. You may exit through the back door on the southwest side of the building by the Nose Art Display. Hangar 4 is on the right, and Hangar 5 on the left.

In Hangar 4, you'll find aircraft and artifacts with a focus on the Pacific Theater of WWII that were used by the United States and Japan.



The C-54 Commando was an airliner quickly adopted by the US military because its large fuselage made it an ideal cargo plane. Commandos flew in Europe and the Pacific, but became widely known for flying supplies to Chinese forces over "the Hump". "The Hump" was a treacherous resupply route that took pilots and crews from India over the foothills of the Himalayas into China. C-54s remained in service with the United States throughout WWII, the Korean War, and the Vietnam War.



The Twin Bofors 40mm was one of the most widely used anti-aircraft weapons of WWII. Originally designed in Sweden, the US Navy acquired a license to build them with modifications including, converting the targeting units from metric to imperial, updating ammunition, powered mounts, and adding a liquid cooling system. By the end of WWII, Bofors 40 mms were found on almost every American ship. Some were used by the US Air Force aboard their AC-130 gun ships as late as 2019.



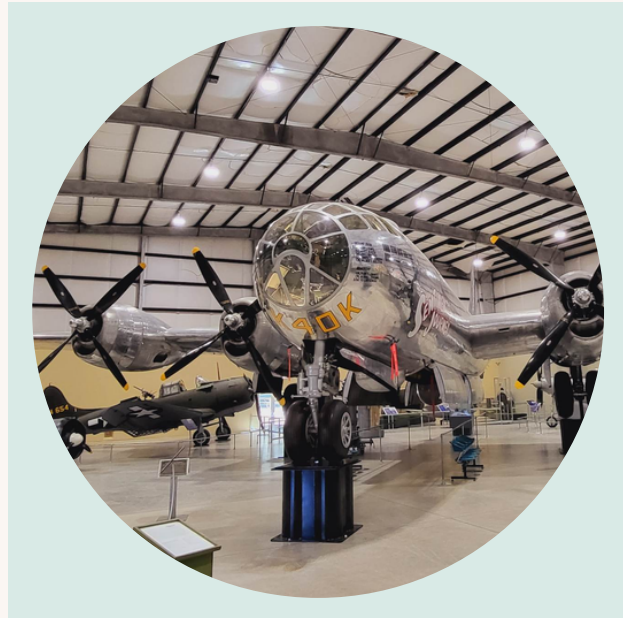
The F4U Corsair has one of the most recognizable designs of any fighter aircraft ever. The Corsair was a carrier-based fighter used by the United States Navy. The massive engine and corresponding large propeller required the distinctive inverted gull wing to give enough clearance for the propeller to spin. Corsairs had the longest production run of any American aircraft from WWII, with the last one being built in 1952. The US Marines used later versions of the Corsair during the Korean War.



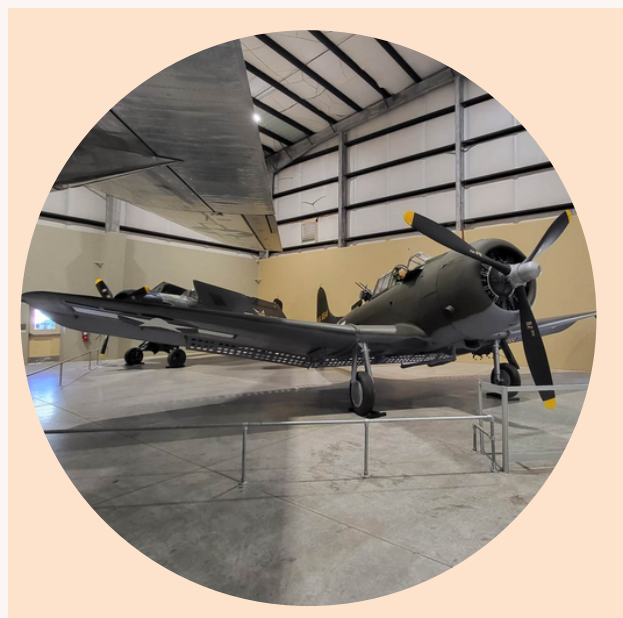
The A-20 Havoc was initially designed as a light ground attack aircraft, but redesigns made it larger and capable of carrying a bomb load. It was first ordered by France and both France and Belgium used them briefly before they fell to Germany. They transferred most of their A-20s to Great Britain and were called "Boston" or Havoc". The US adopted the British name Havoc for the aircraft. G versions like this one were suited for low altitude attacks because of the six nose-mounted machine guns.



The P-51 Mustang, widely regarded as the best American fighter of WWII, was originally designed for the British Royal Air Force. Adopted by the US, the initial version was underpowered, but they were redesigned with the Rolls Royce Merlin engine and had excellent performance at all altitudes. The long range of the P-51 meant that they could escort bombers deep into enemy territory and protect them from fighter aircraft on bombing missions, ensuring more bombers reached their targets.



The B-29 Superfortress carried bombs farther and faster than any other bomber of WWII and was the largest bomber used by the U.S. at the time. It was also technologically advanced for its day, featuring pressurized crew compartments and remote-controlled guns. B-29s operated exclusively in the Pacific where their long range was well-suited to carrying bombs from islands in the Pacific to Japan. The B-29 remains the only type of plane to ever drop an atomic bomb on an enemy combatant.



The A-24 Banshee is the US Army's designation for the famous SBD Dauntless used by the Navy and Marines. The Dauntless was considered slow and obsolete early on in the war, but they were used in every major battle in the Pacific as dive bombers. The plane is capable of maintaining a 70 degree dive, making their bombing very accurate. The US Army used them as the Banshee, though much less successfully than the Navy and Marines, due to the lack of high-angle bombing training for their pilots.



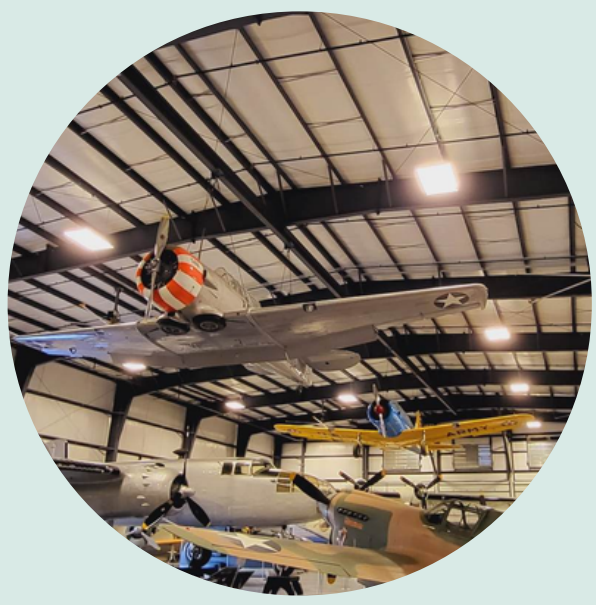
In the last months of WWII in the Pacific, Japan began flying official **Kamikaze** missions whereby a pilot would fly his plane intentionally into American and Allied naval ships. While some missions were flown in aircraft specifically designed for Kamikaze missions, most were in repurposed fighters and bombers. These missions had a profound psychological effect on Allied forces, but ultimately did not have the impact Japan hoped for.



The Ohka is a Japanese human-guided bomb that was designed in 1944 for the purpose of attacking Allied warships. They were carried to within range of their targets beneath a Japanese G4M Bomber (codenamed "Bettys"). Once released, the pilot would guide to bomb to the target. Being a suicide mission, the pilot would remain with the bomb upon detonation. Ohka's hit 7 U.S. ships, 3 of which sank. The success of the Ohkas were limited by the vulnerability of the Bettys that carried them.

Hangar 5 is located outside the doors between the Banshee and Kamikaze display.

In Hangar 5, you'll find aircraft and artifacts mostly from the Pacific Theater of WWII or stateside training that were used by the United States, Japan, Canada, and Great Britain.



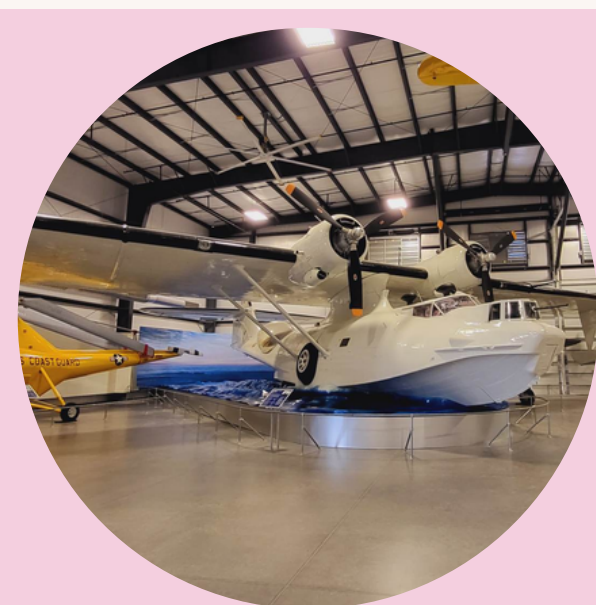
There are two planes above. The blue and yellow is the **BT-13 Valiant** and the silver is the **T6 Texan**. Pilots went through 3 phases of training: primary, basic, and advanced. In primary training, pilots learned how to take off and land. Basic training introduced faster flying and flying in formation. Most US pilots completed this training in a BT-13. During advanced training, pilots learned about air to air warfare (dog fighting). US and most Allied nations used the T6 as their main advanced trainer.



At the top of the stairs on the mezzanine, you will find a **Link Instrument Trainer**. A series of bellows, pumps, and valves allowed the trainer to simulate aircraft movement. Using the trainer was safer and cheaper, because the student wasn't using an actual aircraft that required fuel and maintenance. The Army Air Corps began using them in 1934 and implemented a hood, so the pilot would have to use the instruments in the "cockpit" to fly, and not rely on visuals while flying.



The TBM Avenger was the main torpedo bomber used by the US Navy during WWII. Originally designated TBF, the company that designed them, Grumman, could not keep up with the Navy's demand for Avengers. As a result, they asked General Motors Company to convert one of their assembly lines used for making vehicles to make Avengers. Like many carrier-based aircraft of the time, the Avenger's wings fold backward to give more space to store the planes on the carriers.



The PBV Catalina was the most produced flying boat of the war and was operated by the US and all major Allies. They flew anti-submarine patrols, sea rescue missions (codenamed "Dumbo"), and reconnaissance missions. The -5A version like the museum's was amphibious, meaning it could take off and land from water or land. After WWII Catalinas and other flying boats saw limited service in Korea, but were phased out of the military due to the number of runways constructed during WWII.



The Supermarine Spitfire is considered Britain's best fighter in WWII. They entered service with the RAF in 1938 and in 1940 became the symbol for British resistance for their exemplary performance during the Battle of Britain. The famous elliptical shaped wing on most Spitfire versions makes it easily recognizable (note the wings on this one have been modified for its role as a reconnaissance plane). Spitfires remained in production and use throughout the war in various roles.



The B-25 Mitchell was a medium range bomber for the United States during WWII. It served in all theaters of the war, with every military branch in the US, plus some Allied nations as well. They are best known for the famous Doolittle Raid, in which Mitchells took off from the deck of the aircraft carrier USS Hornet in early 1942 and bombed Japan in direct retaliation for the attack on Pearl Harbor. Mitchells served with the US Air Force as trainers and staff transports until the 60s.



The Ki-43 Hayabusa (codenamed "Oscar") was a fighter used by the Japanese Army throughout the war. The fast and maneuverable plane came as a shock to the US and Allies, as they did not realize the Japanese had such capable fighter aircraft (the same can be said for the Japanese Imperial Navy's Mitsubishi Zero). However rapid advancements in aviation technology made the Hayabusa obsolete by late 1943.



The P-39 Airacobra has several unique design features, including an engine behind the pilot, automobile-type doors, and tricycle landing gear. The P-39 had great performance at low altitudes, but was ill-suited to flying at high altitudes. The large 37 mm cannon mounted on the nose made them excellent ground attack aircraft however, and the US sent large numbers of P-39s to the Soviet Union under the Lend-Lease Act for this purpose.



The P-40 Warhawk was already in production when the US entered WWII. Although it was inferior to other fighters at the time, the Warhawk remained in production throughout the war because they could be built relatively quickly. Used by the US, and to a lesser extent by Great Britain and France, 13,738 Warhawks were built during WWII. P-40s became well-known because of their use by the Flying Tigers, a volunteer group of American pilots that flew in China before the US entered the war.



The Pearl Harbor display features various artifacts associated with the Japanese attack on December 7, 1941. The piece of steel displayed was salvaged from the USS Arizona, a battleship that was sunk when a bomb penetrated the armor deck, causing an explosion. 1,117 crewmen on board were killed. The attack on Pearl Harbor led to the US declaring war on Japan and then Germany. Victory in Europe was declared May 8, 1945. Victory over Japan was declared September 2, 1945.



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You can find displays featuring **military uniforms** worn by servicemen in the Pacific. Uniforms worn in the Pacific were different than uniforms worn in Europe due to the hot tropical environment. Countries represented include the United States, Japan, Great Britain, and Australia. The wedding dress displayed was made from the silk of a used parachute because materials for civilian clothing was limited during the war.



The PB4Y-2 Privateer is a long-range patrol bomber based on the B-24 Liberator. Some differences include a single tail, more armament, a stretched fuselage, and state of the art radar and navigation equipment giving them all-weather capability. They flew anti-submarine and anti-shipping missions in the Atlantic and the Pacific. After WWII, they also served as weather reconnaissance and signal intelligence gathering. Some served as aerial tankers fighting forest fires through 2002.



The **Bristol Blenheims** were slow and obsolete by the time WWII began in Europe. However, they were used extensively by Great Britain in the early years of the war as bombers, night fighters, and reconnaissance aircraft. Canadian-built versions were named Bolingbroke, and served as coastal patrol bombers and trainers.



The cockpit and fuselage displayed is a **C-60 Lodestar**. The Lodestar began as the airliner Model 18. The Model 18 did not live up to expectations as an airliner, partly because the Army Air Force commandeered a lot of them early in WWII. After the war most of these planes returned to private hands. You are able to get in the fuselage of this plane. It makes a fun picture!