

## Douglas A-4C Skyhawk



Then



Now



This "Scooter," USN BuNo: 147715 is on loan from the NMNA and began life as an A4D-2N. It was accepted by the US Navy on 1960-04-29. There is a gap in the history between Apr. 1960 and June 1968. It served in VA-873 1968-06-24; VA-125 "Rough Riders" 1968-08-19; VC-13, NAS Miramar 1969-04-07; and VC-13, NAS Miramar Mar. 1973. It was administratively stricken from the record in Memphis on 1973-07-13. This plane was most recently used for ground training in Memphis. Although it wore Blue Angels colors, it was never served one of the Blue Angels aircraft. In June-July 2007, the plane was disassembled by a small crew from OBA with help from an NMNA crew and moved to the Air Park.

A-4s of this type were operated by the US Navy in the Naval Air Reserve Unit at NAS Dallas from 1958 through 1982 for proficiency flying and air combat maneuvering (ACM) training.

## McDonnell Douglas QF-4S Phantom II



Then



Now



In 2004 the Board of Directors of the OV-10 Bronco Association authorized the collection of historic aircraft for a static display air park as part of our museum. This QF-4S Phantom II BuNo 153821 was the first acquisition and is on loan from the National Museum of Naval Aviation (NMNA) in Pensacola, Florida. This "Rhino" was the last Navy/USMC F-4 to fly. Last flew with VX-30 "Bloodhounds" at Pt. Mugu, California. Formerly an F-4J, it served with several Navy and Marine squadrons, among them: VFA-31 "Tomcatters", VMFA-333 "Trip Trey", VMFA-451 "Warlords", VMFA-312 "Checkerboard", VMFA-212 "Lancers" and VMFA-251 "Thunderbolts". Flew combat in Vietnam and was aboard the "America" when 333 earned the only Marine Mig kill..

The F-4 was operated by the USAF/USN/USMC at Carswell AFB and NAS Dallas. Fort Worth businessman H. Ross Perot, Jr. flew F-4s at Carswell AFB while serving in the USAF.

## Northrop F-5E Tiger II



Then



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This Northrop F-5E Tiger II, Bu No. 741558, was acquired in Feb of 2006 and is on loan from NMNA. Aircraft served with US Navy in VFC-13 as an "Aggressor" adversary aircraft. Has two-tone brown and tan desert "Tiger Stripe" camouflage with a red star on the tail and number 13 painted on the nose to simulate Russian type markings. In 1984, was in USAF service with the 64th FWS. Has a Swiss F-5 wing installed (originating aircraft ID is unknown), as the original wing was low time sent to F-5/T-38 SLEP program. Was featured in the movie "Top Gun" as one of the black MIGs.

A Navy Aggressor squadron is scheduled to move to the Joint Reserve Base here from Atlanta and will fly F-5s. It is also similar to the T-38 Talon, a trainer commonly used for proficiency flying at AFB Carswell and also used to train NATO pilots at Sheppard AFB.

## Cessna O-2 Skymaster



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This Cessna O-2A Skymaster # 21430, was manufactured in Wichita, KS and delivered to USAF 1967-11-20. Then to 504th TASG (Tactical Air Support Group) (Pacific Air Forces), Nha Trang AB, Vietnam in Jan. 1968. Then to Cam Ranh Bay AB, Vietnam and Da Nang AB, Vietnam, Aug. 1969. Then to 110th TASG (ANG), Kellogg Field, Battle Creek MI, Sept. 1971. In June 1972, went to 105th TASG (ANG) at Westchester County Airport, NY. Went to 115th TASG (ANG), Traux Field WI in Oct. 1974. In May 1976, transferred to 602nd TACW (Tactical Air Command), Bergstrom AFB, TX. In July 1979, went to Davis-Monthan AFB, AZ, and finally was dropped from inventory in Mar. 1980 by transfer to other agency. Acquired by the Forward Air Controller's Museum (FACM), in 2001 for restoration.

Known as the "Oscar Deuce" or "The Duck," the O-2 is a military version of the Cessna 337 Super Skymaster. It was used by Raytheon at Meacham Field in Fort Worth during the late 1960s and early 1970s to develop the Pave NAIL laser designator system. This system was later used on Broncos for laser guided bombs employed in South East Asia which were the genesis of the various guided ordinance used today.

## Cessna O-2A Skymaster



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This Cessna O-2A Skymaster, was also manufactured in Wichita, KS, but it is a composite of several airframes and was cobbled together to represent the “Kudy Jay” night FAC aircraft as it looked in 1970 at when it was with the US Ari Force, 23rd Tactical Air Support Squadron (TASS). This airplane was also restored by Jerry “Nail 57” Stephan and Glen Hill.

## North American Rockwell OV-10A Bronco



Then



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The OBA acquired this Bronco, BuNo 155428 from the California Department of Forestry in November of 2005. NAA production S/N 305-66M37, the 66th Bronco manufactured and the 37th for the USMC. Delivered to HML-267 at Camp Pendleton, CA on 1968-06-28. Arrived in SEA 1968-08-08 and assigned to VMO-2/MAG-16 at MCALF Marble Mountain. in Feb. 1970 and later moved to Da Nang AB. Aircraft spent 32 months in Vietnam, estimated to have flown 2500 hours on over 1000 missions in theater. Transferred to VMO-6 at MCAS Futenma in Okinawa Japan as part of VMO-2 standdown in March 1971. When VMO-6 decommissioned in Jan. 1977, transferred to HMS-36 at Futenma. Returned to Camp Pendleton in 1991 and served with VMO-2 as aircraft No. 16. Spent short time in Marine Helicopter Training Squadron 301, in 1993 was sent to civilian duty with the Bureau of Land Management (BLM) in Boise, ID with civilian registration N97LM. Transferred to California Dept. of Forestry and Fire Protection (CDF) in Dec. 1999, apparently CDF never flew it. Transferred to OBA in Apr. 2005.

USAF S/N: 68-3825 arrived at our Air Park from California in January of 2006. Delivered to USAF and served with 23rd TASS (Tactical Air Support Squadron.) during the Vietnam War. Later served in the Cold War throughout West Germany with the 704<sup>th</sup> TASS and South Korea with the 19<sup>th</sup> TASS. Flew with BLM and then the CDF to direct fire fighting missions.

The Broncos introduced laser guidance for bombing after development by Raytheon in Fort Worth. Also, the only OV-10 recipient of the Medal of Honor was posthumously awarded to North Texas native USAF Capt. Steve Bennett while flying the Bronco in South East Asia (SEA).

## Grumman F-14D Tomcat



Then



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On loan from NMNA, F-14D, Bu No. 159600, "Christine" arrived aboard a C-5A Galaxy on March 3<sup>rd</sup>, 2007. This aircraft was manufactured in 1976 and was the longest-serving Tomcat in the US Navy. This aircraft has a long combat history including role as a Forward Air Controller (Airborne), FAC(A) in Desert Storm and Afghanistan. Served with numerous Navy fighter squadrons, including; VF-84, VF-14, VF-142, VF-2, VF-101 and VF-31.

Tomcats were flown by Navy fighter squadrons, VF-201 and VF-202 at NAS Dallas and the Joint Reserve Base at Carswell for fifteen years.

## General Dynamics F-111E Aardvark



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In 2008 the Veterans Memorial Air Park & B-36 Peacemaker Museum brought this piece of Fort Worth history home. The “Balls 9” story goes back to 1968 when it was built in Fort Worth. The majority of its career, it served with the 77th TFS and possibly the 79th TFS/20th TFW “Gamblers,” tail code “UH”, at RAF Upper Heyford, in Great Britain. After retirement, “Balls 9” was transferred to AMARC (“The Bone yard” in Tucson) where it remained until 2003. A museum in Connecticut acquired it but soon went out of business and “Balls 9” languished until 2007 when we discovered it in a salvage yard. With help from the B-36 Peacemaker Museum we brought this veteran home.

This aircraft was built in Fort Worth by General Dynamics.