MARINES

HH-46D "PEDRO"

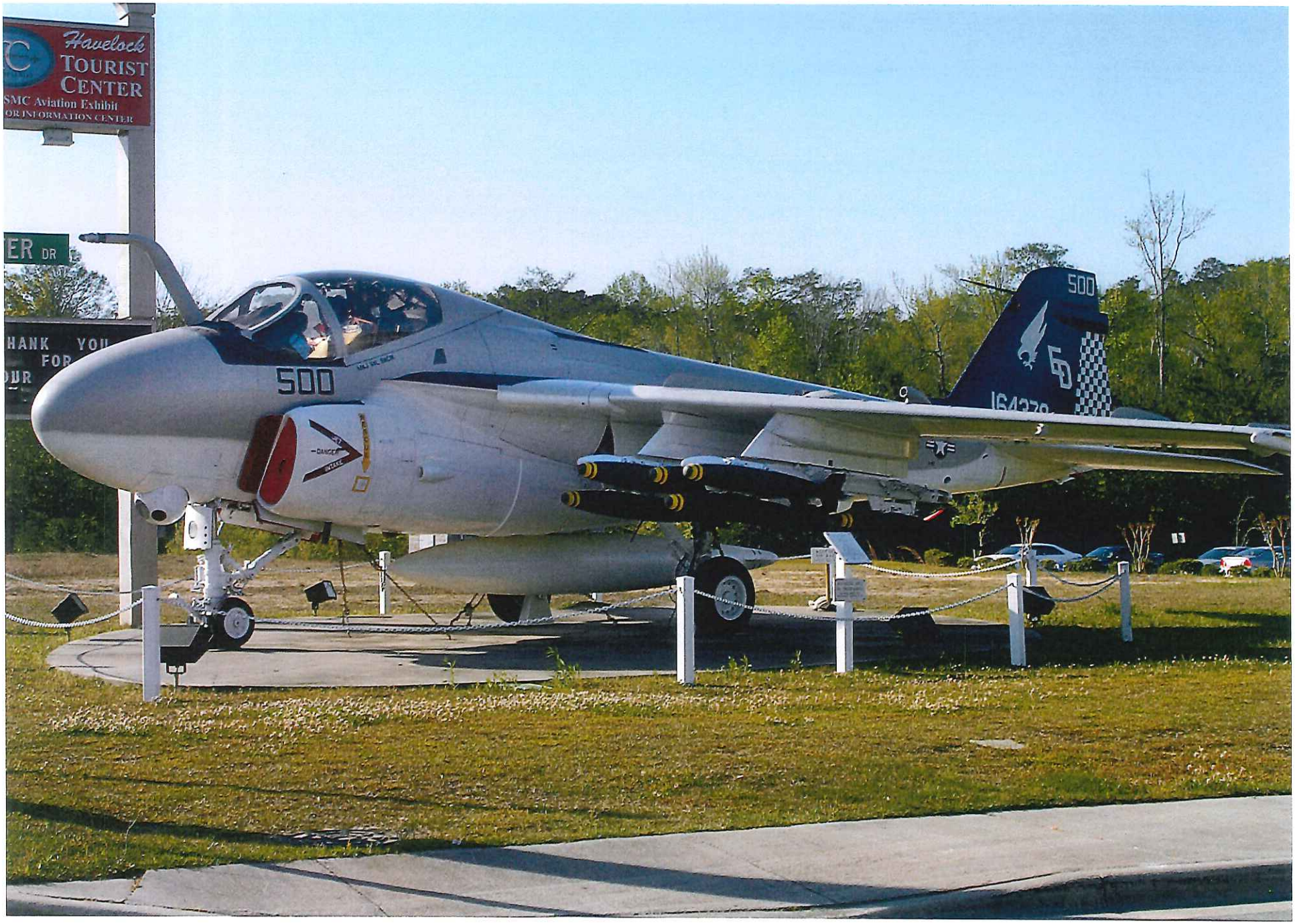
The Marine Helicopter HH-46 Sea Knight has enjoyed nearly 35 year of Marine Corps service. From Vietnam to Desert Storm the "Frog" has been the Marine's front line medium-lift assault helicopter and will continue in service until replaced by the V-22 in 2015. In addition, to the Marine Corps' combat assault mission, the H-46 Sea Knight is used by the Navy and Marine Corps for search and rescue, and by the Navy for vertical replenishment at sea and for Special Warfare. Boeing delivered 624 H-46s to the Navy and the Marines from 1964 to 1971.

The Pedro search and rescues (SAR) has become a familiar site over the Carolinas. The distinct color scheme sets it apart from other similar aircraft and has come to represent encouragement and hope to those in harms way. This aircraft continues to serve both the military and civilian citizens as an emergency transport to trauma care facilities throughout the Carolinas.

This aircraft has a flight range of 236 miles, flies up to speeds of 161 mph, and can climb 1,660 feet per minute. Its maximum weight is 23,000 lbs and its maximum ceiling height is 14,000 feet.

Exhibit Model Stats

HH-46D 150941 was manufactured by Boeing/Vertol in May 1964 and was stricken from Navy inventory April 26, 2005 with a total of 8604.2 flight hours. This craft was formerly Angel One from Headquarters and Headquarters Squadron, MCAS Beaufort, South Carolina, where it performed search and rescue missions. It was placed on loan to the City from the Naval Air Museum, Pensacola, Florida in June 2006.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A-6E "Intruder"

The mighty A-6 Intruders once formed the very backbone of both Navy and Marine Corps attack aviation for more than 30 years. Between 1963 and 1997, there were 17 Navy squadrons and 7 Marine squadrons of A-6s in existence. Today, having been phased out in favor of newer aircraft, there are none in active service anywhere.

Although all Marine Intruder Squadrons stood up at MCAS Cherry Point, eventually Marine Aviation spread the six tactical squadrons between the east and west coasts, at MCAS Cherry Point and MCAS El Toro.

This two-engine aircraft was manned by a two-person crew consisting of the Pilot and Bombardier-Navigator. It had a flight range of 1,010 miles, flew up to a speed of 644 mph, and could climb 7,620 feet per minute with 9,300 lbs of thrust. Its maximum weight was 60,400 lbs.

Exhibit Model Stats

A-6E 164378 retired with 1755 Flight Hours, 526 catapult launches and 529 arrested landings. The names on the canopy rails are Major Val Bascik and Captain Pat Bobbs, the first Marine crew of VMA (AW) 533 to be shot down over North Vietnam and not repatriated. Officially the aircraft is on loan from the National Museum of Naval Aviation, Pensacola, Florida.

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A-4M "Sky Hawk"

The A-4 was introduced by Douglas Aircraft Company in response to a 1952 Navy request for a carrier based attack aircraft. Designer Ed Heinemann exceeded the Navy's expectations when he responded with the turbojet powered aircraft weighting less than half of the requested weight, but capable of carrying four times the weapons payload. The prototype A4D-1 was first flown in 1954. The A4 enjoyed a production run of 24 years with a total of 160 A-4Ms built. The last A-4 was retired on June 22, 1994.

The feats of the "Sky Hawk" in combat are legendary. In Vietnam, the aircraft proved a reputation for survivability, dependability, and the ability to carry a huge weapons load, delivering it with extreme accuracy. This one-engine aircraft was flown by a single pilot to top speeds of 670 mph.

Exhibit Model Stats

A-4M Bureau 160024 was manufactured April 22, 1967. It saw service with VMAT-102 "SkyHawks", VMA-214 "Black Sheep", and VMA-131 "Diamondbacks" and was retired in June 1994 with a total of 4125.8 flight hours. This aircraft was placed on display November 17, 2002 and is on loan from the United States Marine Corps Museum, Quantico, Virginia.

MARINES
7342
VMCJ-2

RF-4B "Phantom" II

The RF-4B Phantom II was introduced on March 12, 1965 with a total of 46 planes produced. All of these planes were assigned to the Marine Corps with deliveries to VMCJ-3 based at MCAS El Toro, VMCJ-2 based at MCAS Cherry Point and VMCJ-1 based at Iwakuni in Japan. In 1966, VMCJ-1 flew its planes in the Southeast Asia conflict where three were lost to ground fire and one was destroyed in an operational accident.

This aircraft's basic role was to serve as a fighter, but its mission was modified when necessary to serve in photographic reconnaissance and survey. This two-engine aircraft was capable of reaching a top speed of Mach 2+ and had an initial climb rate of over 41,000 feet per minute with 10,800 lbs of thrust per engine. It had a flight range of 1,610 miles.

Shortly after its introduction, the Phantom set 16 world records, including an absolute speed record of 1,606.342 miles per hour and an absolute altitude record of 98,557 feet. Five of the speed records were not broken until 1975.

Exhibit Model Stats

RF-4B Bureau 157342 was transferred to NADEP Cherry Point, NC in late 1990 with a total of 6,101 flight hours. This aircraft was placed on display in December 2002 and is on loan from the National Museum of Naval Aviation, Pensacola, Florida.

EXIT

F4B-3

The F4B fighter was introduced with the release of two prototypes that were first flown on June 25, 1928 and delivered to the Navy for evaluation, and later in the summer of 1929 delivered to the Red Rippers of VB-1B on the U.S.S. Lexington.

This fighter aircraft was capable of reaching speeds up to 187 mph, and could carry five 11-kg (24 lb.) bombs under each wing, with either one 500 lb. bomb or one 41 gal. fuel tank beneath the fuselage. Armament on the F4B consisted of two .30-caliber machine guns synchronized to fire through the propeller arc.

The F4B-3 had two-spar, fabric-covered wings with corrugated metal control surfaces. The engine was the Pratt & Whitney R-1340-10

Exhibit Model Stats

F4B-3 N8891 is a replica of the F4B-3 manufactured in the 1933 time frame. It was built by Mr. A.J. Dewey and according to the Federal Aviation Administration Registry, the aircraft was completed in 1981. The aircraft is on loan from the United States Marine Corps Museum, Quantico, Virginia. The insignias painted on the aircraft are that of Marine Fighter Attach Squadron 232 Red Devils.

AV-8A "Harrier"

The United States Marine Corps received the first of an eventual 102 first generation AV-8A Harriers in January 1971. The aircraft and their engines were manufactured in the United Kingdom by Hawker-Siddeley under a license agreement with McDonnell Douglas.

The first combat squadron was formed up in 1971 with the initial operator being Marine Attack Squadron VMA-513 based at MCAS Beaufort, South Carolina. It and the two other original operation units (VMA-542 and VMA-231) plus the training squadron VMAT-203 were all based at MCAS Cherry Point, North Carolina by 1977.

This versatile craft has awed crowds with its ability to lift off the flight line horizontally and fly backwards. This capability is what enables this craft to land where other airplanes cannot; making it a crucial weapon in the defense of our country. It has a flight range of 2,380 miles and flies up to a speed of 647 mph with 23,800 lbs of thrust. Its maximum weight was 31,000 lbs.

Exhibit Model Stats

A-V8A 158976 Harrier was removed from service in early 1986 with 2981 flight hours. It served with Marine Attack Squadrons VMA-231 and VMA-513. This is one of only seven "A" models on display. The "A" model carries the distinct "pointy nose" or Pitot tube. Many of the "A" models were converted to the "C" model losing the pointy nose in order to accommodate more sophisticated electronics and aerodynamic improvements. This is on loan from the National Museum of the Marine Corps, Quantico, Virginia.