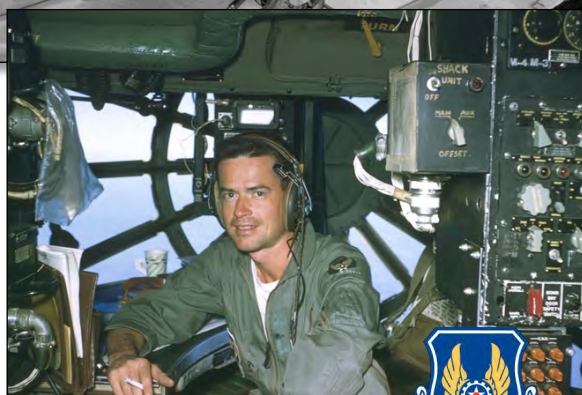
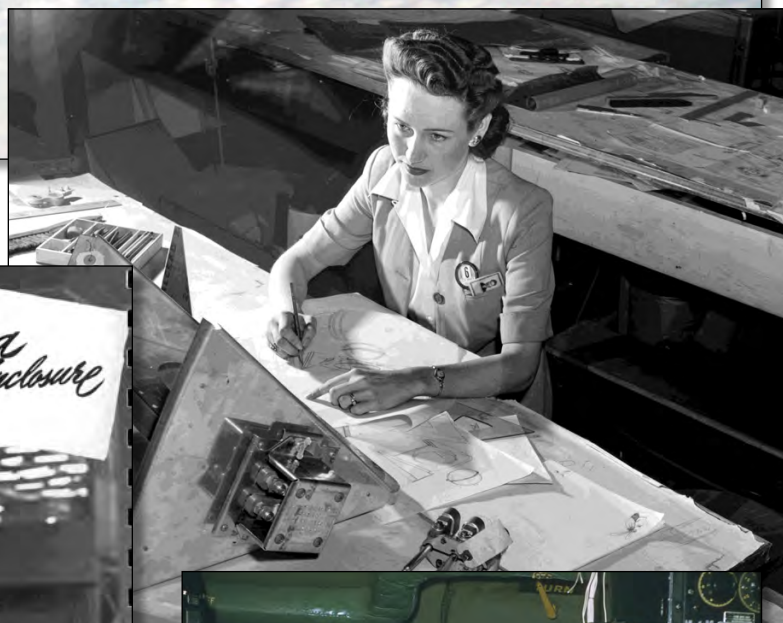


A Look Back...

PEACEMAKER PERSONNEL

A Tribute to the Men and Women of the Convair B-36



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WRITER/ARCHIVIST, HQ AFMC HISTORY OFFICE



The history of the Convair B-36 Peacemaker is well documented in books such as *'Convair B-36-A Comprehensive History of America's "Big Stick"'* by Meyers K. Jacobson, *'Magnesium Overcast'* by Dennis R. Jenkins and *'Cold War Peacemaker'* by Don Pyeatt & Dennis R. Jenkins. While most take an in-depth look at the aircraft, often overlooked are the men and women who built, maintained and flew this magnificent vehicle. This document, where possible, puts names to the faces of the personnel whose recognition is long overdue.

The requirement for an intercontinental bomber became apparent during WWII. With the stability of overseas bases in question, the Army Air Corps felt it needed a bomber that could attack Europe from bases in North America. The requirements set forth by the Army Air Corps were very ambitious for the day; an aircraft with a 275-mph cruising speed, service ceiling of 25,000 feet and a range of 12,000 miles with the ability to carry a 10,000 pound bomb load over a radius of 5,000 miles.

In November 1941, Consolidated's Model 36 design won out over Boeing's Model 385 to become the Army Air Corp's new bomber. With a wingspan of 230 feet, powered by six 28-cylinder Pratt & Whitney R-4360 "X-Wasp" air-cooled radial engines, a fuselage length of 163 feet equipped with four bomb bays with a maximum capacity of 72,000 pounds the new aircraft was unlike anything that came before.

First flown in August 1946, just one year after the end of WWII, the XB-36 was the largest and heaviest aircraft ever flown at the time. The size, weight and complexity of the aircraft created many new problems to be overcome by the talented engineers and technicians working the program. It took another two years before the newly-created Strategic Air Command (SAC) received their first operationally-equipped B-36.

About the time the B-36 became operational, SAC received a new commanding officer, Lt Gen Curtis E. LeMay. Lt Gen LeMay quickly found SAC to be in complete disarray with less than half of the available aircraft operational, crews under-trained, low moral with minimal base and security standards. Lt. Gen LeMay quickly set new high standards of performance for all personnel including rigorous training for officers and enlisted alike. Also known for his concern for the comfort and well-being of personnel under his command. Receiving his fourth star in 1951, at age 44, LeMay became the youngest four-star General since Ulysses S. Grant.

The B-36 remained in operation for the next decade. Keeping these complex aircraft operational became a monumental undertaking for the engineers and maintainers assigned to the task. Flying missions over all points of the globe, in all weather conditions, day and night, with some missions lasting two days or more without refueling, the B-36 truly earned its unofficial nickname *'Peacemaker'*. A tribute to the men and women whose sacrifice made it all possible.



The B-36 retired from operational service with little fanfare in 1958 and all surviving flyable airframes flown to the boneyard at Davis-Monthan AFB, AZ for reclamation. Of the 385 B-36 aircraft constructed, only four intact airframes survived the scrappers torch. The last flight of the B-36 saw B-36J (52-2220) flown from Davis-Monthan AFB to the National Museum of the United States Air Force at Wright-Patterson AFB, OH on April 30, 1959. This aircraft as well the three other survivors stand in recognition of the efforts put forth by everyone involved in keeping the peace during a stressful period of the Cold War.

PEACEMAKER PERSONNEL

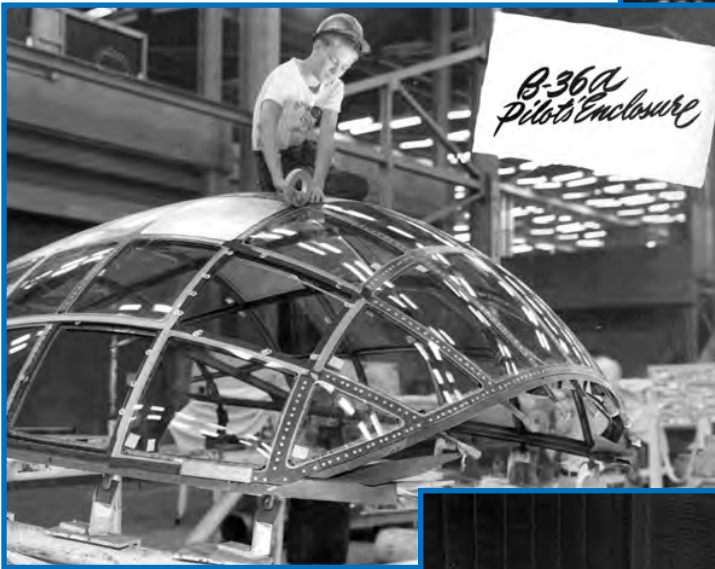


Top: Thousands of Consolidated employees remained employed after WWII working the assembly lines of the B-36 *Peacemaker*. Production is well underway when this photo taken November 12, 1951.

Middle and Bottom: The complex assembly of the pilot's enclosures are seen under construction by unidentified employees. Consolidated hired Henry Dreyfuss Designs in New York City to design the raised cockpit of the *Peacemaker*.



PEACEMAKER PERSONNEL



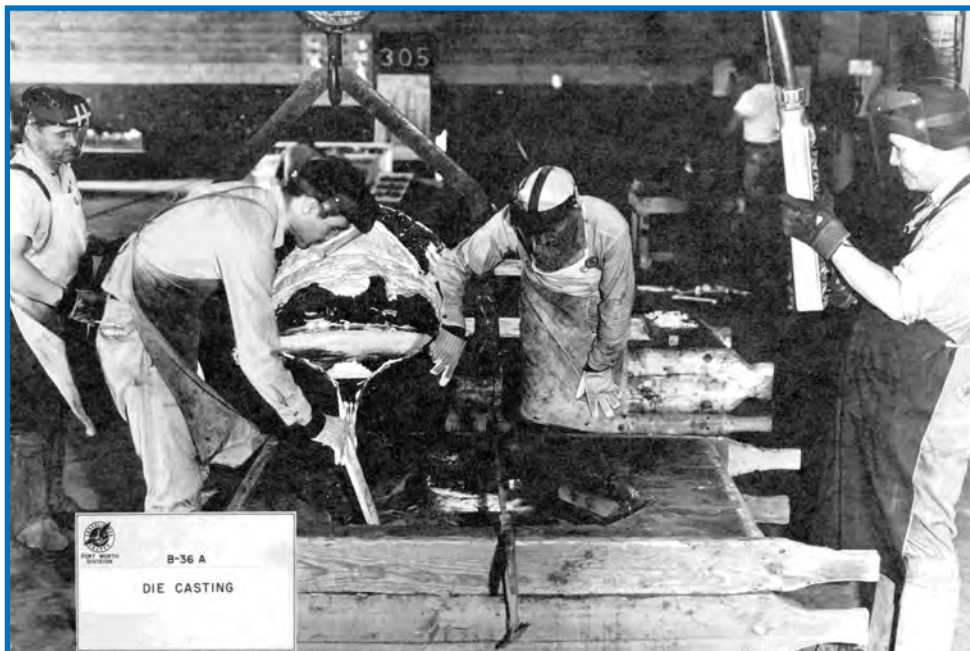
Top Right: With protective face mask in place, a Consolidated workman cuts wing skins for the B-36 using a hand-held Skil Saw.

Top Left: Not all personnel that worked the Peacemaker assembly line were WWII veterans, some newly-hired workers were quite youthful.

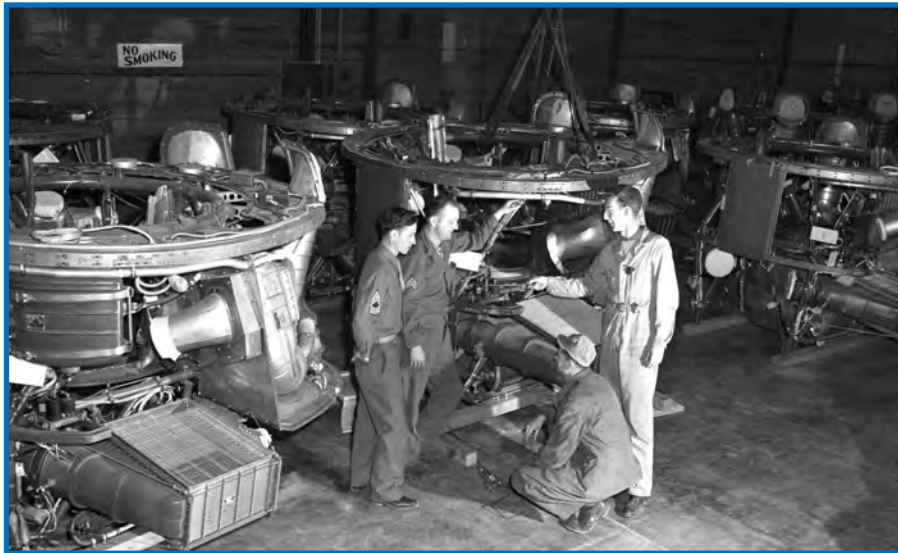


Above: Due to the size of some structures on the B-36, these areas required numerous technicians working together on a single assembly area such as the bomb bay structure shown here.

Left: The B-36 required many large die castings. Creating these molten metal forgings is hazardous, hard work requiring the use of personal protective equipment.



PEACEMAKER PERSONNEL

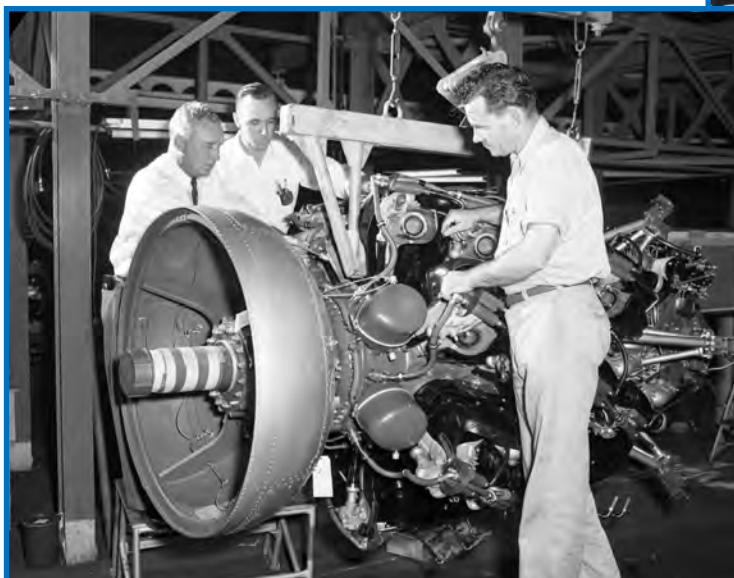
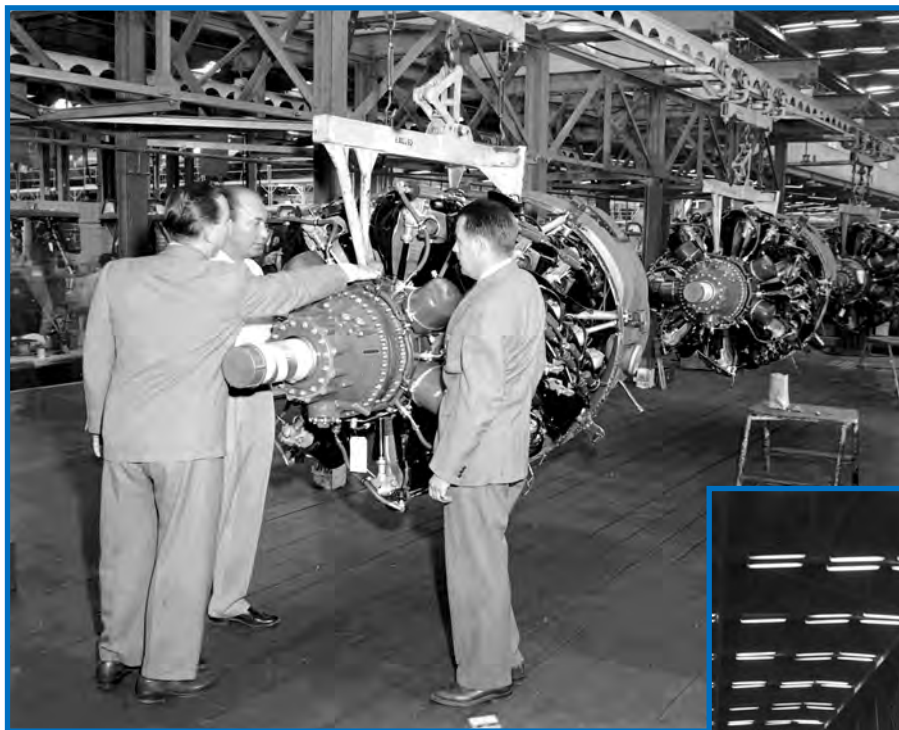


Left: Standing beside a Pratt & Whitney R-4360 engine assembly for the B-36 are (left to right) Sgt. L. R. Ankrum, Sgt. C. E. Cooley, Sgt. G. L. Speck, and R. F. Purkey.

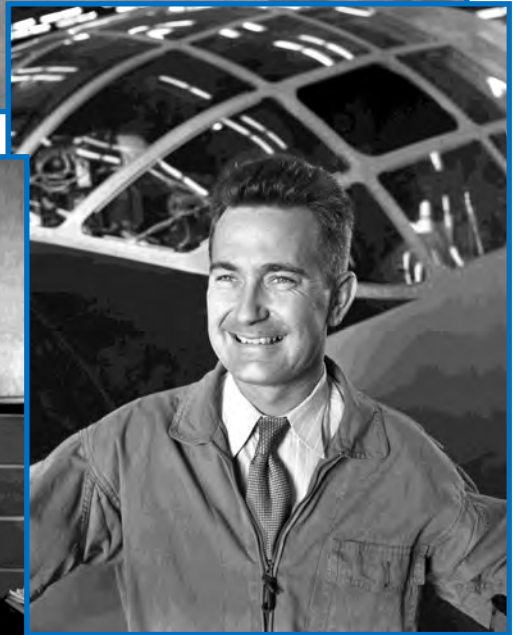
Middle: Pratt & Whitney executives examine the R-4360 as they roll off of the assembly line.

Bottom Left: Pratt & Whitney shared production of the R-4360 with the Ford Motor Company. The three men preparing a Ford engine at Convair in 1953 are (left to right): C.C. Renfroe, L.C. Lockhart, and J.C. Coulter.

Bottom Right: P. Elder and J.L. Goldsmith work on one of the first Ford engines for the B-36 in March 1952.



PEACEMAKER PERSONNEL



Top: The sole XB-36 first flew just one year after the end of World War II on August 8, 1946.

Middle Two: Chief Convair pilot for the B-36 program, Beryl A. Erikson, shown above with J.D. McEachen, Erikson would go on to be chief pilot for the B-58 Hustler.

Right: Convair employees pass through the security gate during shift change at the Ft. Worth, Texas assembly plant.



PEACEMAKER PERSONNEL



Left: Goodyear used every opportunity to show the public the size of their 110 inch main tire for the XB-36. Three female guests at the Convair display fit comfortably in the center of the tire.

Middle: Women made up a good portion of assembly workers for the B-36. Convair technician Billie Wafford operates a multi-punch machine in March 1951.

Bottom: *Peacemaker* assembly required a significant amount of manual labor during construction. Shown here, Mildred Thomas works inside a B-36 fuselage on March 8, 1951.



PEACEMAKER PERSONNEL



Top: Decades before Computer Aided Design became the standard, all technical manual illustrations were created by talented artists like Verna Mae Minshaw shown above.

Left: Maurine Fisher of Goodyear holds the popular 6.00 x 6" wheel that is standard on light aircraft. The 110-inch wheel she is sitting on weighs over 4,000 pounds with tire, tube and brake, while the smaller unit weighs 15 pounds complete.



Right: Large aircraft require large tools. Grace Purcellly turning an enormous wrench on the wheel of a B-36 *Peacemaker* tire.





Top: Technician working inside the spacious wheel well of the XB-36.



Left: Air Force enlisted mechanic inspects the XB-36 main landing gear test rig at Wright-Patterson AFB, OH.

Bottom: Mr. E. J. Thomas, President of Goodyear Tire & Rubber Company with 6.00 x 16 auto tire and the 110-inch XB-36 tire.



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Top: Convair's B-36 *Peacemaker* dwarfed all other contemporary bombers of the day. Parked alongside this B-36A are a Boeing B-17 Flying Fortress, Boeing B-29 Superfortress and Douglas B-23 Dragon.

Above Left: The Crew of B-36H (51-5737) at Carswell AFB. *Back row; Left to right:* Thad Neal, Ed Calloway, F.F. Kleinwechter, Dan Chappel, Clyde Youngblood. *Front row; Left to right:* Charles Anderson, C. Spurlock, Cliff Conklin, Erskine Bower, Malcolm Whitley.

Above Right: Some of the high altitude missions required the crew to wear partial pressure suits. Convair pilots A.S. "Doc" Witchell and J.D. McEachern are shown here on October 19, 1952 at Convair Fort Worth.

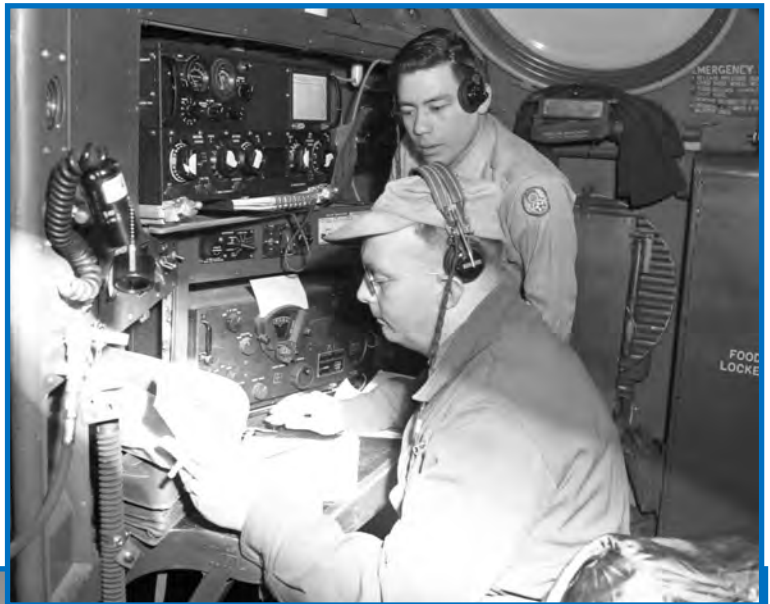
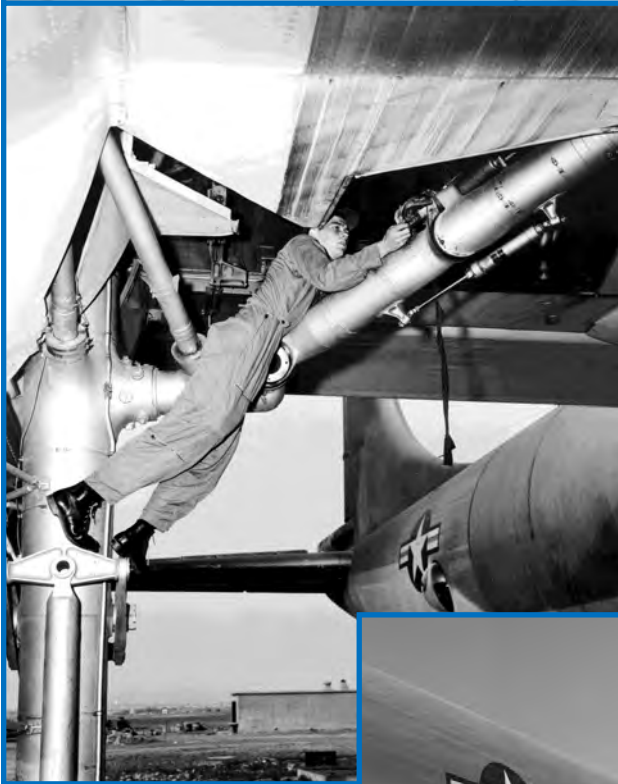
PEACEMAKER PERSONNEL



Top: First crew of B-36A (44-92015) at Carswell AFB on June 28, 1948. Note the aircraft is named "City of Fort Worth".

Below Left: Air Force mechanic Buford McClure inspecting the main landing gear on B-36A (44-92060) on May 5, 1955.

Below: Sgt. Elwood W. McLemore and Corporal Armando Villareal operating the communication system inside the *Peacemaker*.



Right: West Point Academy cadets take time out from their tour of the Convair Aircraft Corporation facility to get a photo with the XB-36 on June 17, 1947.



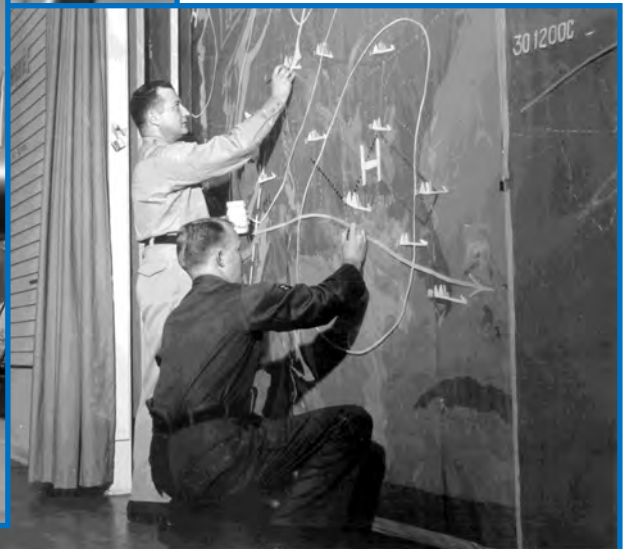
PEACEMAKER PERSONNEL



Left: Major L.M. Nickerson and Capt. T.J. Campbell seated in the spacious flight deck of a B-36 *Peacemaker*.

Middle Left: The B-36 nine man flight crew dressed in identical light-colored flight suits, hats, backpacks and earphones. Note the SAC logo has yet to be applied to the nose of the aircraft.

Below: Plotting the weather for a pre-flight briefing on November 2, 1957 is Maj. Harold Taft, meteorology chief (left) and A/2C Donald V. Love. Mr. Taft became a popular radio and TV weather reporter after his service at Carswell AFB.



PEACEMAKER PERSONNEL



Top: B-36 "Four Deuces" over the Atlantic on October 28, 1956 with number one prop feathered.

Middle Left: Air Force officer T. P. Holste and Joe Elonis conducting a bombing mission briefing.

Middle Right: Specialized trailer carried in the bomb bay of the Peacemaker.

Bottom: Members of the 92nd Bomb Wing in their winter flight gear perform a preflight briefing on February 27, 1952.





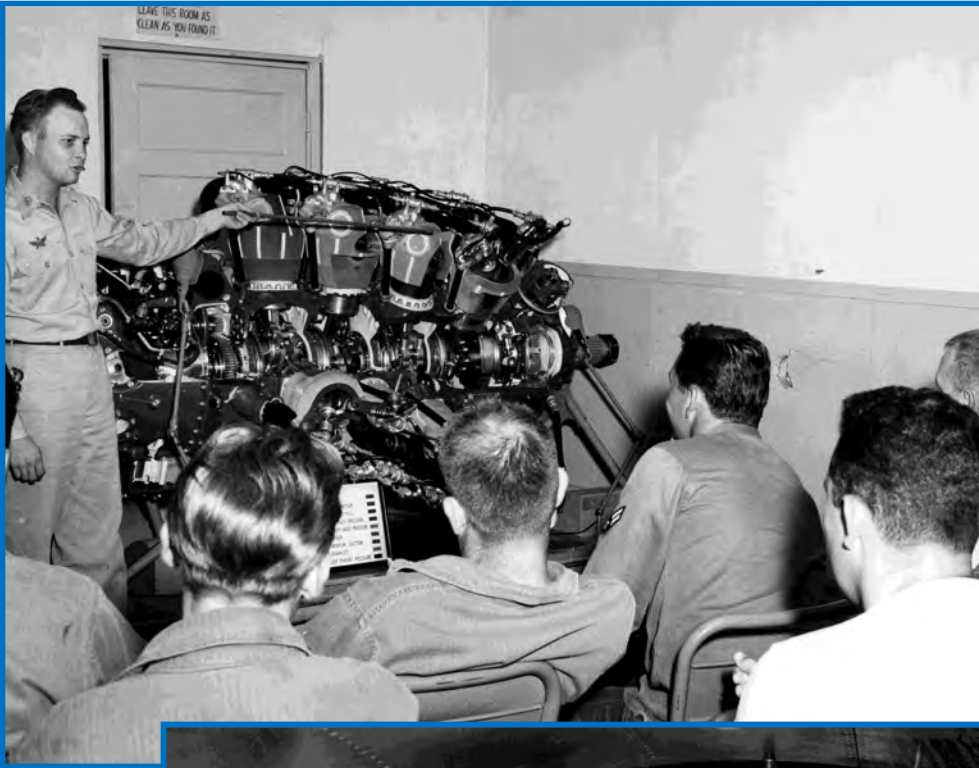
Top: B-36H (51-5730) over the Atlantic ocean on October 28, 1956

Middle Two: Life aboard the B-36 on the tedious long endurance missions had crew members finding unique ways to pass the time. Hammocks strung inside the crew compartment gave the crew a place to sleep.

Right: The sizable nose compartment of the B-36 gave crew members a chance to relax, drink coffee and smoke a cigarette during the long missions.

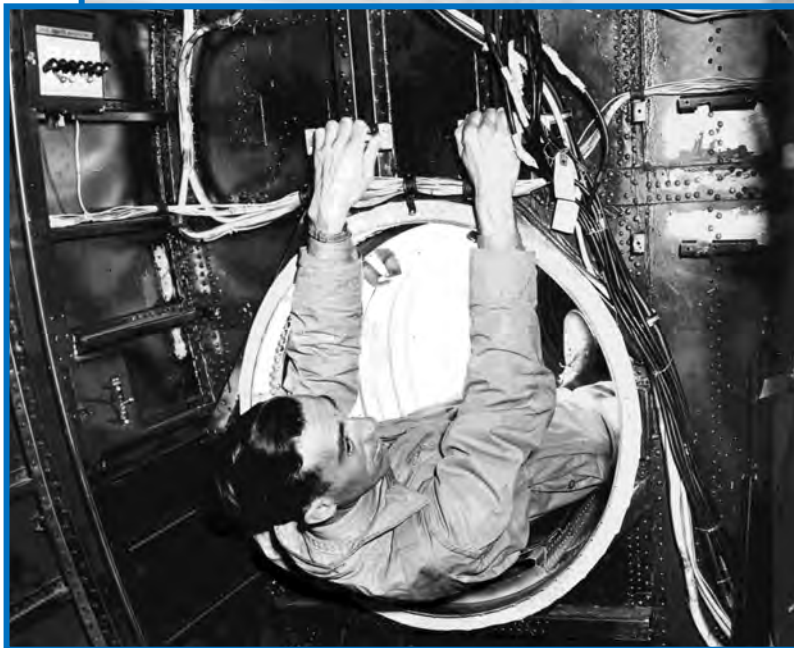


PEACEMAKER PERSONNEL



Left: Air Force maintainers undergo detailed training on the Pratt & Whitney R-4360 power-plant for the B-36.

Middle: The large size of the B-36 gave workers plenty of space to work. Here a technician works inside the engine intake area on December 17, 1951.



Left: The crew tunnel allowed crew members access to forward and aft pressurized areas located on either side of the unpressurized bomb bays.



Top: Maintenance inside the engine catwalk at Carswell AFB on April 24, 1949. Note the Army rank insignia on the sleeve of the Air Force technician. Air Force personnel retained their Army rank insignia well into 1954.

Middle: The large air intakes for the B-36 powerplant allowed for easy access to maintenance personnel.

Bottom: Boys will be boys... Three Air Force technicians temporarily pause their work inside the engine intake of this B-36 in order to speak to the young woman admiring their aircraft.



Top: Air Force enlisted maintenance technicians perform hands-on training for the Pratt & Whitney R-4360 engines in the B-36.

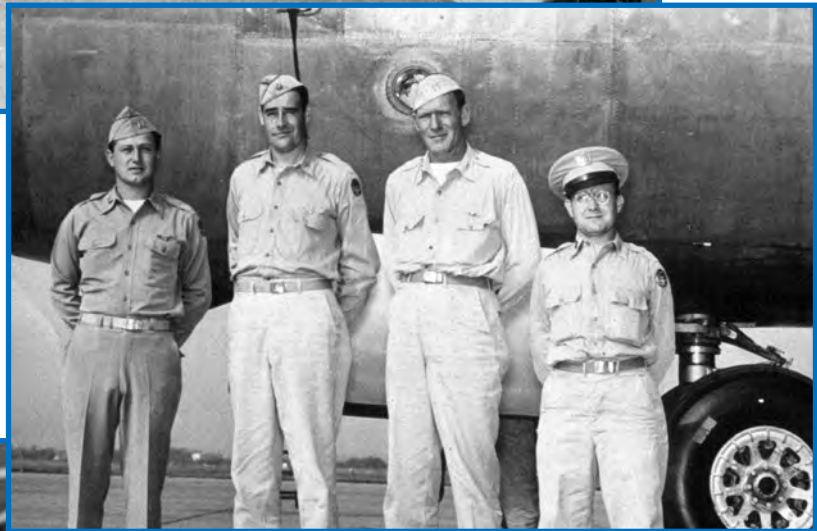
Right: Large access panels allowed maintainers easier access to the engines on the B-36. Tunnels running inside the wing allowed for limited access to the engines in order to perform in-flight maintenance during long endurance missions.



PEACEMAKER PERSONNEL



Top: Left to Right, Fred Bachmann, John McKim, Lt. Colvin, Paul Gerhart, Tom Cheever, Marv Beckman, Bob Ford during 436th Bomb Squadron target study class

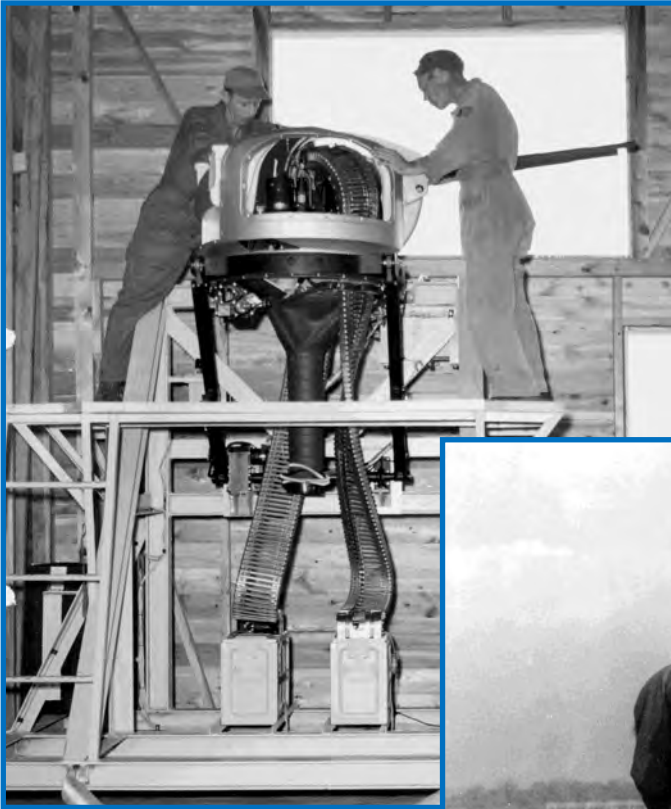


Above: The first B-36 delivered to 436th Bomb Squadron. Lt. Gen. Harry Goldsworthy, Warren Baulch, John Harrington and unknown.



Left: The Crew of S-28, alternate 7th Bomb Wing competition crew. **Left to right:** Lt Col Wm. E. Archer, Radar Operator; Lt Col Glenn R. Loveall, A/C; Maj. Arthur W. Merritt, Navigator, studying the training flight plan to simulate atomic bombing of targets in Omaha, Nebraska and Kansas City, Missouri.

PEACEMAKER PERSONNEL



Top: B-36 turret mockup and firing chamber designed and constructed by personnel of the weapons and demonstration branch for the B-36. *Left to right:* M/ Sgt Ernest W. O'Brien and S/Sgt John J. Mauldin.

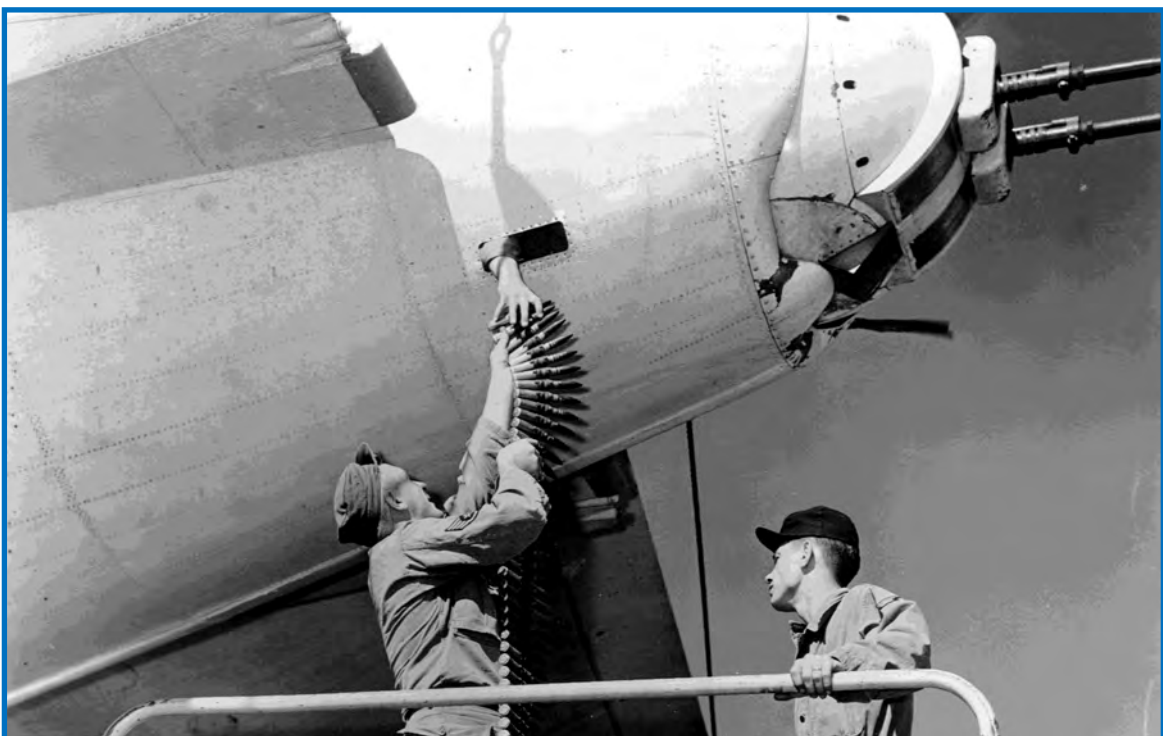
Middle and Bottom: Air Force maintainers perform work on the retractable, remotely-operated, upper turrets, each containing a pair of 20-mm M24A1 cannons.





Top: Accessing the nose turret for maintenance required the removal of large access panels over the nose. Note the strands of ammunition removed from the turret hanging across the fuselage in the background.

Bottom: Multiple personnel are required for the loading of ammunition into the tail turret on the B-36. Note the technician's hand reaching the access hole in the fuselage.



PEACEMAKER PERSONNEL



Top: An Oregon Air National Guard F-94B, (51-5450) escorts Convair B-36D, (44-92033).

Bottom: Bright lights illuminate the ramp work area at night. The massive size of the B-36 is evident by the size of the personnel working on the scaffolding set up around the tail of the *Peacemaker*.

Right and Below: The Air Force made the decision to add jet power to the B-36 in early 1949. Initially the B-36B received the GE J35 jet engines, but these were quickly replaced by the much-improved J47. The engine pods were virtually identical to those used on the B-47. The modified B models were then designated B-36D and jet pods added to the end of the assembly line at Convair for all new build aircraft.



Right: The sheer size of the *Peacemaker* required the use of work stands to reach just about any part of the aircraft, including the main landing gear assembly.

PEACEMAKER PERSONNEL



Top: *Peacemaker* missions normally flew at high altitude, watching the B-36A perform a low flyby over the very populated beach must have been a spectacular sight.

Bottom: Project SAN-SAN performed modifications and maintenance to the *Peacemaker* fleet at Convair's facility in San Diego, California. Operations ran around the clock to maintain a credible strike force.



All: The first B-36A (44-92004), became the static test article for the B-36 fleet. This aircraft made just two flights in August 1947, one local flight around Fort Worth to prove its airworthiness and a flight to Wright-Patterson AFB, OH where the aircraft underwent structural testing in a variety of positions until tested to destruction (below). Prior to its first flight, the aircraft is displayed at an Army Air Forces Day Open House at Carswell AFB on August 3, 1947 (above).



PEACEMAKER PERSONNEL



Top: Convair executives examine the main landing gear of the B-36 *Peacemaker*.



Above: Security for the B-36 bomber fleet was a high priority for the Strategic Air Command (SAC).



Left: Early B-36 aircraft used the World War II-era, M-9 Norden bombsight when the Farrand Y-1 periscope bombsight designed for the aircraft ran in serious development problems.

Right: Flight crew of a B-36F, (49-2669), posing in front of the plane's nose in their David Clark Company partial-pressure suits and helmets in November 1952. Front (L-R): G.L. Whiting, B.L. Woods, I.G. Hanten, and R.L. D'Abadie. Back (L-R): A.S. Witchell, J.D. McEachern, J.G. Parker and R. D. Norvell.





All: The Strategic Air Command B-36 fleet suffered a serious setback on Labor Day, September 1, 1952 when a tornado struck Carswell AFB destroying one B-36 and heavily damaging 82 others. Air Force and Convair were quick to assess the damage and within a week the first B-36 returned to duty, with nine more following the following week. The final damaged aircraft returned to operational duty the following May.



PEACEMAKER PERSONNEL



Top: A popular attraction at any airshow, the B-36 drew large crowds wherever it went, including this Open House in El Paso, Texas on December 5, 1948.

Above: Air Force enlisted maintenance personnel take a break from familiarization training on the B-36.

Left: Enlisted maintenance trainee's get an up-close look at the massive vertical stabilizer and rudder assembly on the *Peacemaker*.

PEACEMAKER PERSONNEL

Right: The flight crew of B-36D (49-2653), named 'Ruptured Duck', pose with their aircraft. This *Peacemaker* tested the effects of nuclear blasts during *Project 'Castle'*.

Bottom: B-36 test program personnel pose atop B-36F (49-2683), at Edwards AFB in 1955. Note the early Air Force Flight Test Center (AFFTC) markings on the nose. (AFFTC) changed to Air Force Test Center (AFTC) in 2012.



PEACEMAKER PERSONNEL

Right: During operational service, the B-36 fleet deployed to locations all over the world. The crew of this *Peacemaker* performs their preflight briefing at Yokota AB, Japan on August 28, 1953.



Left and Below: Under 'Operation Big Stick', B-36's deployed to Japan for the first time, with the first aircraft arriving August 26, 1953.



Left: A B-36 *Peacemaker* from the 92nd BW arrives on Guam after a 30-hour flight from Fairchild AFB, Washington in October 1954.



Above: October 1956 saw the first deployment of B-36 bombers to Nouasseur AB, near Casablanca, Morocco.

Left: Maintenance personnel of the 42nd Post Flight Dock at Nouasseur AB, Morocco take time out for a group photo with a B-36 in the background.



Right: On the occasion of the first B-36s to visit Great Britain, the fifteen man crew of one the six aircraft deployed, B-36D, (49-2658) line up for the cameras at RAF Lakenheath, Suffolk on January 17th 1951. The authorities had hoped the presence of these six aircraft would go unnoticed, and not fuel opposition to the USAF bases.



PEACEMAKER PERSONNEL



Above: *Peacemakers* were often used to carry small amount of cargo during overseas missions. Medical equipment being loaded aboard the B-36 prior to a 1956 overseas deployment.



Right: The flight crew of B-36A (44-92010) prepare to enter the aircraft through the crew hatch located in the nose wheel well of the *Peacemaker*.



Top: Convair B-36D, (44-92026) on display during an Open House. Note the debris in the grass area left behind by the crowd.

Right: A line of well-dressed civilians wait in line for their chance to get a peek inside the Air Force's latest bomber at a Carswell AFB Open House.





Top: One of the twenty one B-36A models selected for modification to RB-36E reconnaissance aircraft begins the disassembly process. During the course of the B-36's operational career, approximately one-third of the fleet would be configured for the reconnaissance mission.

Right: The modification to the RB-36 configuration required the removal of the entire forward fuselage.



PEACEMAKER PERSONNEL



Top: Air Force crew delivering the first *Peacemaker* to the United States Air Force Museum, Dayton, Ohio. This RB-36E (42-13571), modified from the original YB-36, was ex-cessed and sold for scrap once the museum acquired B-36J (52-2220). The forward fuselage of the RB-36E survives in poor condition in a private aircraft collection near Newbury, Ohio.

Bottom: The lower flight deck inside the nose area of RB-36H (50-1110).





Above: The first loss of a B-36 occurred on September 15, 1949 when B-36B (44-92079) crashed into Lake Worth while departing Carswell AFB during nighttime 'maximum effort' mission killing five of the thirteen crew members. The Air Force salvaged the remains of the aircraft from the lake and were subsequently scrapped.



Above and Right: When B-36F (50-1066) crashed during a training mission from Carswell AFB on May 28, 1952, it took dozens of firefighters to put out the blaze. A loose engine panel caused the pilot to attempt a heavy weight landing when the landing gear broke and the aircraft skidded down the runway and burned.





Above: Cleaning up the wreckage of such a large aircraft required numerous personnel and could take weeks as in the accident of B-36D (49-2660) on May 6, 1951.

Below: The only loss of a *Peacemaker* carrying a nuclear weapon occurred when B-36B (44-92075) crashed in British Columbia on February 14, 1950.



PEACEMAKER PERSONNEL

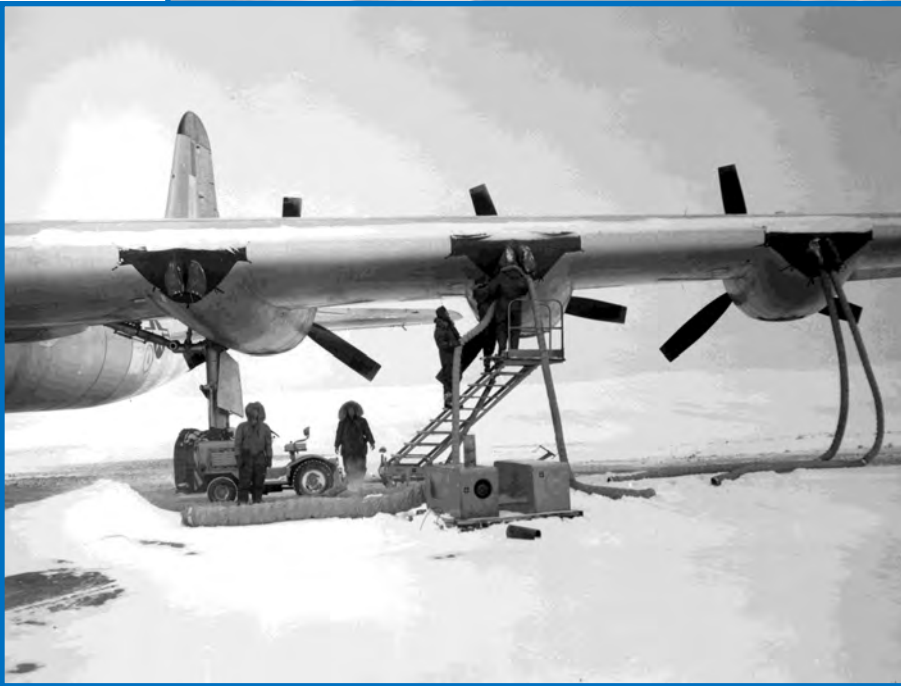


Top and Middle: Workers on the ground and on top of the plane, load bombs into B-36H (50-1086) "Miss Featherweight" at Eglin AFB, FL, on October 10, 1955.



Right: A 43,000 pound bomb on display in front of a B-36H during the Armed Forces Day open house at Carswell AFB on May 20, 1950

PEACEMAKER PERSONNEL



Top: Red arctic markings were applied to some Project GEM-modified *Peacemakers* such as the B-36B (44-92033).

Middle Two: B-36 flight operations out of Goose Bay, Labrador required the use of engine heaters and arctic weather gear for the crew.

Right: The crew of this B-36 makes use of scrap wood and whisk brooms in an attempt to deice their aircraft prior to a mission out of Goose Bay.



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Top: A four-ship of B-36 Peacemakers approaching Chicago over Lake Michigan on July 3, 1949.

Bottom: The Curtiss-Wright B-36 simulator contained an actual cockpit for pilot, copilot and flight engineer. Behind the cockpit is the instructor's compartment



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All: One of the more unique missions for the B-36, moving the Convair B-58 Hustler static test article from Fort Worth, TX to Wright-Patterson AFB, OH, for static loads testing. Loading the non-flyable airframe into the bomb bays of the B-36 required the removal of the inboard propellers and locking the landing gear in the down position. The uneventful flight occurred on March 12, 1957 using B-36F (49-2677).

PEACEMAKER PERSONNEL



Top: Crew briefing at Kirtland AFB under Operation Teapot in 1955. *Left to right:* Lt Col Eugene W. Cox (a/c commander), (standing) Capt Earl R Follensbee (special eqt operator), Capt Paul Eichenberg (bombardier), 1Lt Byron D. Miller (engineer), 1Lt Dwight D Odom (engineer), SSGT Norman O Whitmer (radio) (kneeling) Maj Fain H Pool (pilo) 1Lt Jackie L Harvey (nav), MSGT Merlin D Martin (crew Chief and gunner), TSGT C.O.P. Canada (gunner), and SSGT Paul J Spella (gunner)



Left: One of several nuclear test drops over the Nevada Test Site performed during Operation Teapot in 1955.

Right: Decontaminating a *Peacemaker* after a nuclear test is a manpower intensive task. Workers scrubbed the aircraft with a mixture of Gunk and kerosene followed by plenty of water. Note the lack of proper protective gear.



PEACEMAKER PERSONNEL



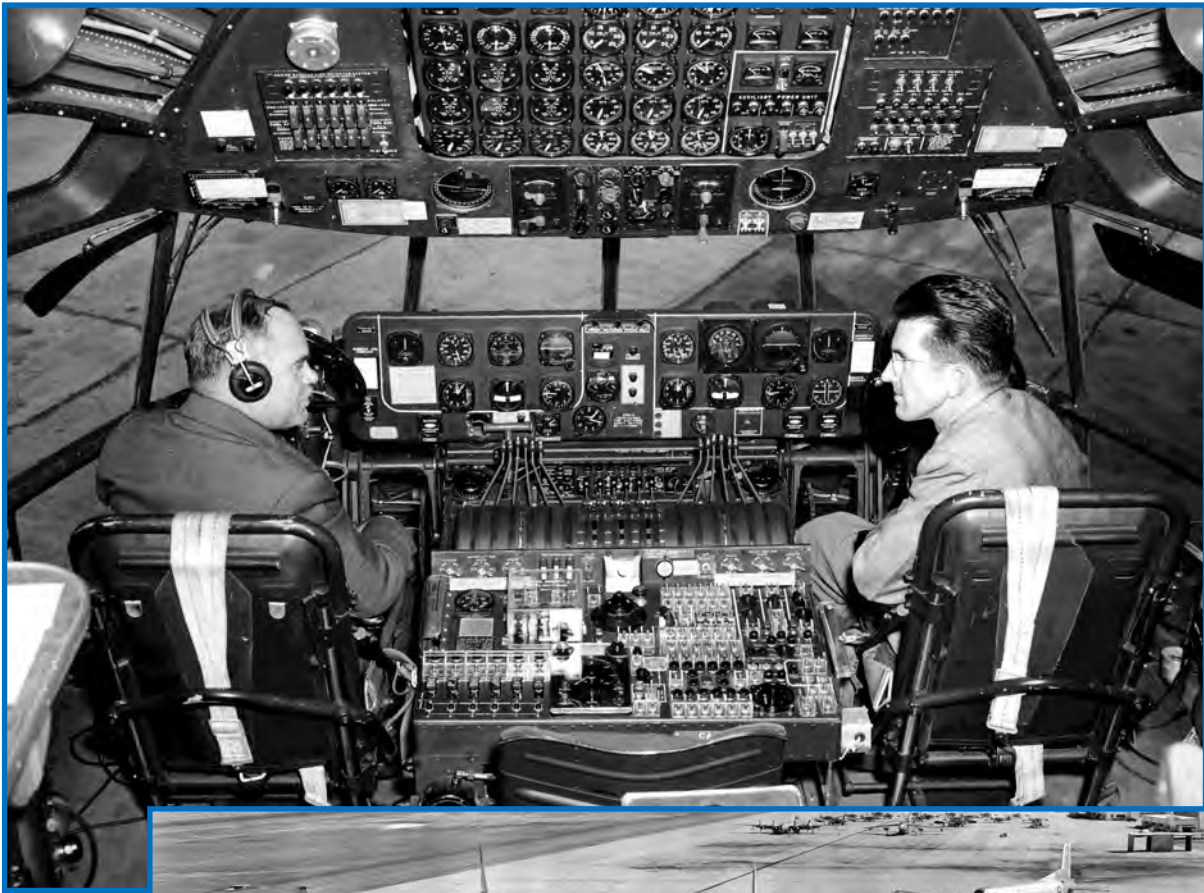
Left: The Convair XC-99 developed right alongside the B-36 with the one and only cargo variant flying just over a year after the first flight of the XB-36 on November 24, 1947. Designed to carry 100,000 pounds of cargo over 2,200 miles nonstop, the XC-99 flew cargo missions for nearly a decade carrying an estimated 60,000,000 pounds of cargo in its 7,430 hours of flight time.

Right: Convair proposed building a commercial derivative of the XC-99, known as the Model 37. Pan Am initially ordered 15 of the 'Super Clippers' but cancelled the order when the postwar economy was not as robust as expected.

Bottom: Life aboard the XC-99 during long flights could become quite boring. This crew aboard the XC-99 is playing cards during off hours in flight on June 29, 1952.



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Top: Convair chief of flight test, Russell R. Rogers (left) and XC-99 project engineer, Robert R. Hoover (right) sit in the spacious cockpit of the XC-99. The flight engineer sat between and behind the pilots with the majority of controls located in the center console.

Middle: A B-36 *Peacemaker* is surrounded by numerous operational aircraft of the United States Air Force.

Bottom: In addition to the B-36 modification program, Convair's San Diego facility also produced the sole prototype of the delta wing testbed, the XF-92A.





Top and Middle: A direct follow-on to the XF-85 parasite program, the FICON (Fighter CONveyor) project had the B-36 carry the Republic F-84E. Once modified, the designations changed to GRB-36D and RF-84K for the operational aircraft.

Bottom: The full-scale XF-85 Goblin mockup sits next to its intended carrier. Designed to be carried with wings folded inside the forward bomb bay of the B-36, the flight qualities of the aircraft were considered poor and the project cancelled with only 2 hours, 19 minutes of total flight time between the two prototypes.



Top Three: Interest in atomic energy became an obsession with scientists after WWII and proposals for nuclear powered aircraft did not seem so far-fetched. The only aircraft to actually fly with an operating nuclear reactor on board, Convair's NB-36H, proved that atomic propulsion for aircraft was not a feasible option.

Bottom: The heavily-shielded crew compartment being removed from the NB-36H on September 4, 1957 after the program ended.





Top: With the jet age rapidly approaching, the Air Force sought an all-jet replacement for the B-36. While Boeing worked on their B-52, Convair proposed using significant portions of the B-36 for their YB-60 design.

Middle Left: The YB-60 design team pose next to the first aircraft.

Middle Right: Captain Fitzhugh Fulton (right) and Boyd Grubaugh (left) look out the YB-60 crew hatch.

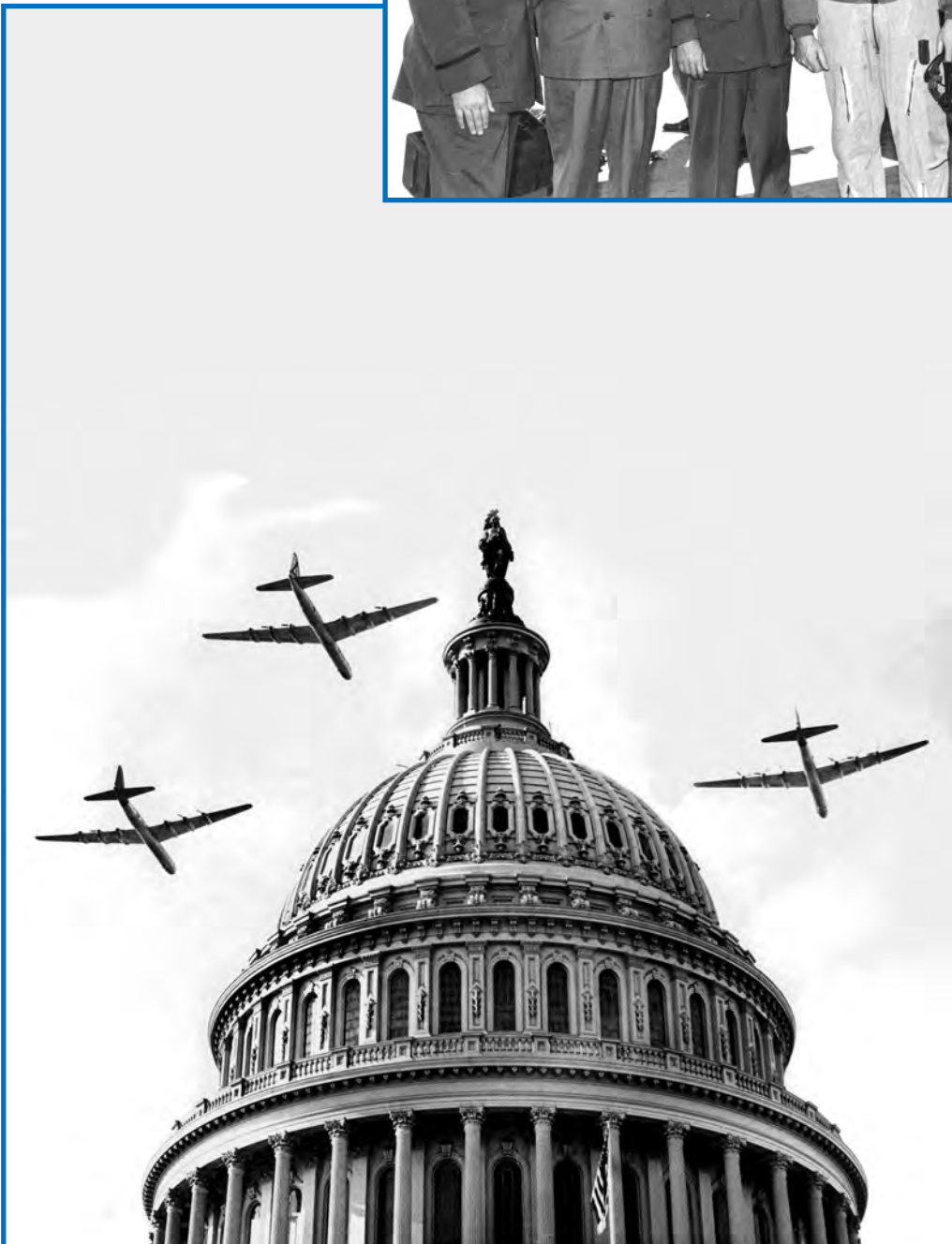
Bottom: The first YB-60 being salvaged at Convair's Fort Worth facility.



PEACEMAKER PERSONNEL



Above: Politicians and entertainers alike saw interest in the B-36. *Left to right:* Lt. Gen. Curtis LeMay, Senator Richard B. Russell, Jr. (D-GA), Maj. Gen. Roger M. Ramey, Major John Bartlett, Secretary of the Air Force W. Stuart Symington, Senator Lyndon B. Johnson (D-TX), and Representative William Homer Thornberry (D-TX) at Carswell AFB on November 19, 1949.



Left: Three Convair B-36 *Peacemaker's* pass over the U.S. Capital building, Washington D.C. on February 11, 1949.

PEACEMAKER PERSONNEL



Left: Charles A. Lindbergh visits the Convair B-36 facility in Fort Worth, TX. *Left to right*, Beryl A. Erickson, Col. Lindbergh, Beverly H. Tanner, and Ray Ryan (dressed in slacks and a necktie).

Right: Actor and entertainer Bob Hope makes a visit to Carswell AFB to see the B-36 on January 6, 1949.



Left: Entertainer Arthur Godfrey poses with crew of B-36B (44-92028) after flight, September 8, 1951. *Back row, Left to right*: Harlan Simmons, Leroy Kemp, Jim Valencia, Doyt Larimore, Al Longstreet, Cliff Conklin, John Ballinger, Kenneth Payne, William Briley. *Front row, Left to right*: Charles Mullville, Frank Kleinwechter, Troit Freeland, Arthur Godfrey, Roy Crompton, Thad Neal, Robert Green.

Right: Tom L. Hiner, great grandson of Davey Crockett worked at Convair's Fort Worth plant "to prove that his ancestor's love for freedom hasn't been lost."



PEACEMAKER PERSONNEL



Top: B-36A (44-92010) participates in a display at Andrews AFB, Maryland showing the airpower of the U.S. Air Force in February 1949. Included in the display, a Boeing B-47, North American B-45, Northrop YB-49, Lockheed F-80, North American F-82 and Republic F-84.

Middle: United States President Harry S. Truman takes a look inside B-36A (44-92010) while at Andrews AFB.

Bottom: Actor Jimmy Stewart at Carswell Air Force Base, Fort Worth, Texas during the filming of the movie 'Strategic Air Command' in April 1954.



Above: B-36J (52-2225) makes a wet arrival to Carswell AFB as dignitaries await the crew to disembark the aircraft.

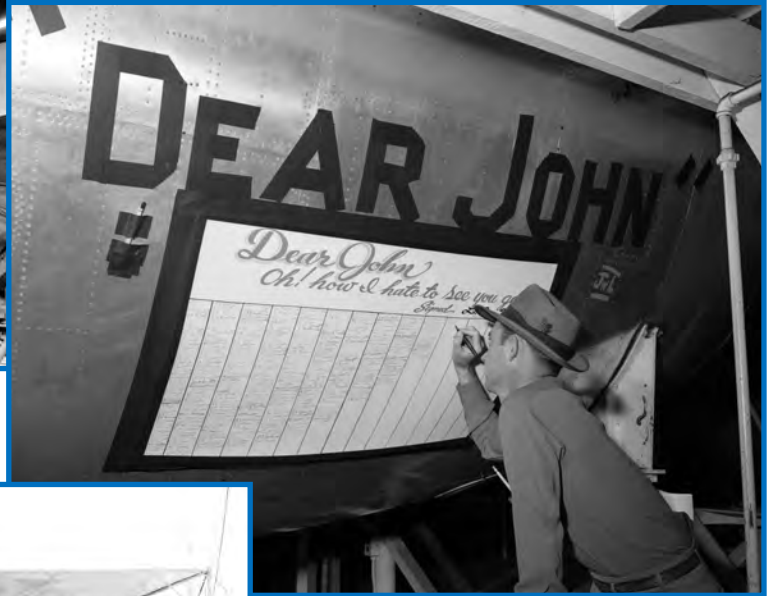
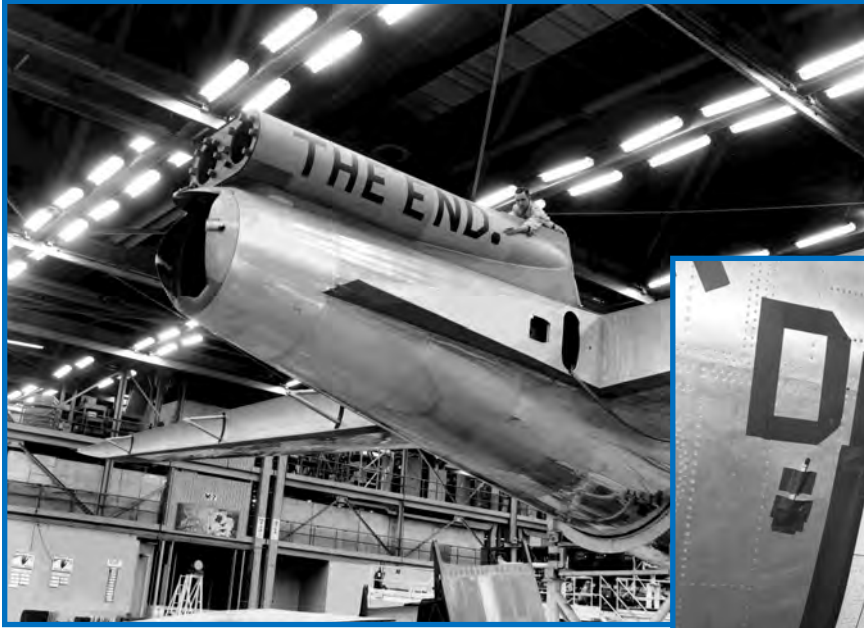


Above: The shape of things to come, Boeing B-52E (57-0014) flies formation off the wing of a Convair B-36J.

Right: A formation of six *Peacemakers* fly over the open house ceremony for the delivery of the last B-36 on August 14, 1954.



PEACEMAKER PERSONNEL



All: The delivery ceremony for the last B-36 off the assembly line attracted nearly 11,000 visitors to Convair's Fort Worth production facility. B-36J (52-2827) was accepted by the Air Force on August 14, 1954. This *Peacemaker* is one of only four surviving intact B-36 airframes and currently resides at the Pima Air & Space Museum, Tucson, Arizona.





Top: This solemn-looking crew delivers their B-36H (51-5737) to the Air Force reclamation center at Davis-Monthan AFB, Tucson, AZ in January 1958. The white 'anti-flash paint', applied to all B-36 aircraft beginning in late 1953, shows up well in this view. The aircraft was scrapped a few months later.

Middle: With all serviceable parts removed, these B-36 airframes await their fate in the Arizona desert.

Right: Workers remove all serviceable and 'sensitive' equipment, such as this Y-3 periscope bombsight, from the B-36 prior to scrapping.



Above: Strategic Air Command's nuclear bomber fleet in 1958, Convair B-36H (51-5704) leads a formation that includes Boeing B-52E (57-0025) and Convair YB-58A (55-0661).





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