

FOREIGN AIRCRAFT

Aermacchi MB-339

The two-seat MB-339, first flown in 1976, was designed to cover the training requirements of the Italian Air Force, allowing pilots to develop their skills before moving up to more expensive, and less forgiving, front-line aircraft. The MB-339 is in service with air forces around the world, and the latest version of the MB-339, the FD or Full Digital, is also used to train European Tornado crews and Eurofighter pilots. Over 220 of these MB-339 planes are in active service today and have accumulated more than 500,000 hours of flight time. MB-339s are powered with Rolls Royce Viper engines of varying power, but they mostly fly approximately 490 mph (790 kph) and can climb up to 46,000 feet (14,020 meters).



The MB-339 displayed on the flight deck is shown in the colors of the “Freccie Tricolore,” the “Tri-Colored Arrows,” of the Italian Air Force aerial demonstration team. This aircraft is a gift of the Italian Government to the Intrepid Sea, Air & Space Museum.

Dassault Etendard IV M



The Etendard (meaning battle-standard or battle-flag) was the first French-built carrier-borne, jet strike fighter. This sturdy attack aircraft was used aboard the carriers Clemenceau and Foch between 1961 and 1990. Pilots found the single-seat Etendard fun to fly at low altitudes and at high speed—a “pilot’s aircraft” in the Dassault tradition. It could fly at 590 mph (1,100 kph) and also reach heights of 50,800 feet (15,500 meters). The Etendard IV logged more than 180,000 hours of operation including 25,300 carrier landings in service with the French Navy.

The Etendard has been revamped as the Super Etendard, which entered French naval service after 1978, and was flown by Iraq in the Iran-Iraq War (1980–88) and by Argentina in the Falklands War (1982).

This Etendard IV M (M for Marine, the French word for Navy) aircraft displayed on the flight deck is on loan from the French government through the efforts of the French Navy Retired Officer Association.

Israel Aircraft Industries Kfir

In the 1960s, Israel intended to purchase a French fighter jet based on the delta-winged Dassault Mirage, but a French arms embargo in the wake of the Arab-Israeli Six Day War (1967) threatened to halt the aircraft's development. Israel launched a special operation to create its own fighter. The first Israeli version of the Mirage saw action in the Yom Kippur War (1973). Shortly thereafter, an improved variant was dubbed Kfir, meaning "lion cub" in Hebrew. A General Electric J79 turbojet enabled the single-seat Kfir to fly 1,750 mph (2,816 kph) and at a maximum altitude of 58,000 feet (17,700).



In 1985, Israel leased 12 Kfirs to the U.S. Navy for use as "aggressor" aircraft in combat training. Flown by instructors of squadron VF-43, the Kfir C1 (redesignated F-21) simulated the toughest enemies that naval aviators could expect to encounter. Kfirs also served with Marine Corps squadron VMFT-401 in 1986 to help train pilots to fly against light, maneuverable aircraft.

The aircraft exhibited on the flight deck is a gift of the Government of Israel to the Intrepid Sea, Air & Space Museum. Its tail carries the markings of the Navy and Marine Corps squadrons that flew it.

MiG-15

Russian designers Artem Mikoyan and Mikhail Gurevich became legendary by designing the MiG-15 (1947–48), an interceptor that could protect the Soviet Union from America's strategic bombers such as the B-29 Superfortress. The MiG-15's Klimov VK-1 turbojet engine propelled this single-seat fighter to speeds of 669 mph (1,075 kph) at altitudes up to 50,850 feet (15,500 meters). Over 12,000 MiG-15s were built and, counting license-built examples, the number probably reached 18,000.

The MiG-15 secured its place in history during the Korean War (1950–53), where North Korean, Chinese, and Russian pilots flew it against United Nations forces. The MiG-15 also made history on September 21, 1953 when a North Korean pilot defected to South Korea with his aircraft.



This MiG-15, displayed on the flight deck, is a Chinese-built example that is painted in the colors of one of the Soviet ace pilots during the Korean War. It was purchased by the Intrepid Sea, Air & Space Museum in 2006. The photo above shows a restored MiG 15 of the same type as the *Intrepid's*.

MiG-17

Building upon the Korean War (1950–53) success of the Soviet MiG-15, the single-seat MiG-17 (1950) fighter had thinner wings that were more sharply swept back, a longer fuselage with a somewhat redesigned tail, and an afterburner on the Klimov VK-1 engine, all of which enabled greater speed up to 711 mph (1,144 kph) and improved handling characteristics. Variants of the MiG-17 served in approximately 30 air forces worldwide. More than 6,000 examples were fabricated by the Soviet Union alone until production ended in 1958.



The MiG-17's maneuverability and cannon-armament proved legendary in dogfights of the Vietnam War (1964–75). It could out-maneuver American missiles and out-fly larger, faster American jet fighters. Four North Vietnamese pilots became aces flying the MiG-17.

The North Atlantic Treaty Organization (NATO) gave the code name “Fresco” to the MiG-17, but the North Vietnamese called the unpainted ones “Silver Swallows” and camouflaged ones “Snakes.” This Polish-built aircraft is painted as a camouflaged example in the North Vietnamese Air Force. It was acquired by the Intrepid Sea, Air & Space Museum in 2007, and is displayed on the flight deck. The photograph shown here illustrates the *Intrepid's* MiG 15 and MiG 17 at the restoration shop in 2007.

MiG-21 PFM



The single-seat MiG-21 entered service in 1959 as the Soviet Union's first Mach 2 fighter, able to fly 1,385 mph (2,228 kph) at altitudes up to 50,030 feet (15,248 meters). The small delta-wing fighter powered by a Tumanskii turbojet was built in greater numbers than any other fighter aircraft since the Korean War (1950–53)—approximately 13,000 were constructed. The MiG-21 has flown in 56 air forces—more than any other fighter—and has been involved in more wars than any other aircraft in history, including the Vietnam War (1964–75).

This Polish Air Force MiG-21 PFM fighter is one of the final versions of the design. It flew with the Tenth Fighter Interceptor Regiment and was charged with the defense of Warsaw. The aircraft is painted as an example of the Polish MiG-21s that participated in North Atlantic Treaty Organization (NATO) Tiger Meet squadron competitions. It is a gift from the Polish people to the Intrepid Sea, Air & Space Museum, and can be seen displayed on the flight deck.

Supermarine F-1 Scimitar

The Scimitar has the distinction of being the last aircraft designed by Supermarine, the company that built the legendary Spitfire of World War II (1939–45). The Scimitar evolved from the Supermarine Type 508 Swift. First flown on January 19, 1956, the Scimitar was the first single-seat, jet-powered, swept-wing, shipboard fighter-bomber of the Fleet Air Arm of the British Royal Navy.

In contrast to its predecessors, the Scimitar utilized an area-ruled fuselage, the distinctive “Coke-bottle” shape that reduces drag at high speeds. This helped the aircraft fly at speeds up

to 710 mph (1,145 kph) and heights up to 50,000 feet (15,200 meters). This type of fuselage was pioneered by American scientist Richard Whitcomb. The Scimitar had a short career with the Royal Navy and flew in NATO exercises alongside *Intrepid* aircraft. Scimitars remained in service until 1969.

Just 75 Scimitars were built, and the *Intrepid*'s example is the only Scimitar exhibited in the western hemisphere. It is on loan from the Fleet Air Arm Museum and is exhibited on the flight deck.

