

# The X-15 Rocket Plane

Flying the First Wings Into Space

## In the Footsteps of the X-15

Tour Itinerary and Maps

by Michelle Evans

# ***“The X-15 Rocket Plane Flying the First Wings Into Space”***

**by Michelle Evans**  
**University of Nebraska Press, Outward Odyssey series**  
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## **In the Footsteps of the X-15**

The primary place associated with the X-15 is Edwards AFB, California. However, there are many other locations where you can directly see the areas the rocket planes flew and landed, where men tracked them through the upper atmosphere and beyond, to find the surviving aircraft today, and where you may pay your respects to some of the men who made the world’s first reusable spacecraft possible.

This appendix provides information on disposition of the various aircraft, engines, and mockups, as well as a tour itinerary for those interested in following the footsteps of the X-15. Beside making an excellent historic multi-day field trip for a group from scouting or as a school project, this tour is perfect for anyone with a bit of adventure and exploration in their soul. The full tour can comfortably take a week or more, depending on how much time is spent at various locations and taking in the surrounding areas. Some sections, such as Palmdale/Lancaster to Cuddeback Dry Lake, then on to the Mike Adams memorial, may be accomplished in a single day for short excursions.

### **1. DISPOSITION OF ARTIFACTS**

Three X-15s were built by North American Aviation. The plant was at the southeast corner of Los Angeles International Airport, which is now the location of the airport’s cargo terminal, near the intersection of Imperial Highway and Aviation Boulevard.



**X-15 No. 1 at the National Air & Space Museum.**

Two X-15s survived the research program and can now be viewed by the public. The No. 1 aircraft hangs in the Milestones of Flight Gallery of the Smithsonian Institute’s National Air and Space Museum on The National Mall in Washington, D.C. The museum is just west of the U.S. Capitol. The X-15A-2 is at the National Museum of the U.S. Air Force, east of downtown Dayton, Ohio.

There are several full-scale X-15 mock-

ups. The one originally created by NAA, and later used in the filming of the movie, "X-15," is now at the Pima Air and Space Museum in Tucson, Arizona. It has undergone a livery change from the No. 1 aircraft to an X-15A-2, complete with external fuel tanks. Also at Pima is the B-52 No. 003 mothership.



X-15 No. 2 mockup at the Pima Air & Space Museum.



X-15A-2 at the National Museum of the USAF.

At the Dryden Flight Research Center (part of Edwards AFB) X-15 pilot Milt Thompson was behind the creation of a No. 3 full-scale mockup which used to sit atop a pedestal in the corner of the parking lot near the public affairs office. Unfortunately, the mockup was damaged by a wind storm in early 2011, and it was removed for refurbishment. At press time, Dryden had announced plans for the X-15 No. 3 mockup to be refurbished, but the timetable has not been set, so it remains languishing away from public view. Citing lack of funds, Dryden stopped its public tours in late 2011, but check with the facility regularly to see if that situation has changed.

Edwards is also home to the Air Force Flight Test Center Museum. Several artifacts from the X-15 can be seen here, including LR-11 and LR-99 rocket engines, along with several wind tunnel models, and personal items from various pilots such as Bob Rushworth and Milt Thompson. In addition, B-52 mothership No. 008 is on display at the Edwards AFB north gate.

A second No. 3 X-15 mockup is now hanging in the main gallery at the Evergreen Aviation and Space Museum in McMinnville, Oregon. It is near the giant Hughes H-4 Hercules, better known as the "Spruce Goose." For many years, this X-15 mockup of



X-15 No. 3 mockup when on its pedestal at Dryden Flight Research Center.

No. 2 was mounted at a severe angle, on a pedestal at the U.S. Space and Rocket Center in Huntsville, Alabama. It was transferred to the control of the Kansas Cosmosphere and Space Center in Hutchinson, Kansas, who placed it on loan to Evergreen, where it was converted to No. 3.

## 2. PAYING YOUR RESPECTS

All the people who had a part in the X-15 program deserve a great deal of our appreciation and recognition for what they accomplished during the nine years of X-15 flight test, as well as the many prior years of development. At the time of this writing, there are only three of the twelve X-15 pilots still with us, and many others involved on the ground and in the air are gone now as well.

If the opportunity presents itself, you may wish to seek out the resting places for these people to pay your respects for their achievements in aerospace history. It is a herculean task to track down everyone who had a part in the program, so I have limited the scope of my list to the pilots and managers at the top of the X-15 pyramid. They are certainly the most recognizable among the names in this book, but I hope you will also remember so many of the others you met along this journey.

At Joshua Memorial Park in Lancaster, California, at least five people who participated in the X-15 may be found relatively near one another in death as they were in life. Included within the Court of Reverie section are found:

- John B. “Jack” McKay (b. 8 December 1922 — d. 27 April 1975)
- Joseph A. Walker (b. 20 February 1921 — d. 8 June 1966)
- Milton O. Thompson (b. 4 May 1926 — d. 6 August 1993)
- Walter C. Williams (b. 30 July 1919 — d. 7 October 1995)
- Joseph R. Vensel (b. 1911 — d. 1976)

A few miles south of Joshua Memorial, at the Desert Lawn Memorial Park in Palmdale, is the final resting place of William J. “Pete” Knight. Heading east and south across the country toward Louisiana, Freida Adams felt the comfort of knowing Michael was going to always be nearby. His burial site is at the Mulhearn Memorial Park in Monroe, Louisiana. Scott Crossfield, Iven Kincheloe, Forrest Petersen, and Robert White were all afforded full military honors with their burials at Arlington National Cemetery outside Washington, D.C. Robert Rushworth, after spending most of his professional aviation career and retirement in California, returned to permanent residence in his home town of Madison, Maine, at the Forest Hill Cemetery.

Beside these locations, Mike Adams is honored in two additional places: The Michael Adams Monument at the place where X-15 No. 3 crashed, and also on the Space Mirror Memorial, at the public visitors’ center at Kennedy Space Center in Florida.

Both Joe Walker and Pete Knight have schools named in their honor in the Antelope Valley, which encompasses Palmdale, Lancaster, and several smaller communities near Edwards. Joseph A. Walker Middle School is in Quartz Hill, and William J. “Pete” Knight High School in Palmdale. At the Walker school there is a large tile mosaic of various scenes from Joe’s life, created using smaller photographs embedded in the tiles.

Two additional X-15 pilots also have schools dedicated to them. Scott Crossfield was very proud of the elementary school which bears his name in Herndon, Virginia, and Neil Armstrong has numerous schools across the country. Most significant in his case is the Neil Armstrong Hall of Engineering at his alma mater, Purdue University’s College of Engineering.

### 3. X-15 FOOTSTEPS TOUR ITINERARY (Complete Tour is highlighted on Map 1)

#### PART 1: Lancaster, California

##### Tour Stop 1: Aerospace Walk of Honor (Map 2)

A great place to start a tour is in the town of Lancaster, California, with their Aerospace Walk of Honor. This is approximately 75 miles north of Los Angeles International Airport, where the NAA X-15 manufacturing plant was located. Head north on Interstate-405, then merge onto Interstate-5, then Highway 14 to Lancaster. Exit at Avenue K and go east 1.3 miles to Sierra Highway, then north 1.6 miles to Lancaster Boulevard. There is a parking lot on the northeast corner with an F-4 fighter on display. The Walk of Honor heads west on this street for several blocks.

Below is a list of those honored from the X-15 program, and their year of induction:

- Harry Andonian, 2009 (USAF B-52 pilot)
- Neil Armstrong, 1991 (NASA X-15 pilot)
- Charlie Bock, 1994 (USAF B-52 pilot)
- Scott Crossfield, 1990 (NAA X-15 pilot)
- Bill Dana, 1993 (NASA X-15 pilot)
- Joe Engle, 1992 (USAF X-15 pilot)
- Fitz Fulton, 1991 (USAF/NASA B-52 pilot)
- Iven Kincheloe, 1992 (USAF pilot, died prior to X-15 flight)
- Pete Knight, 1990 (USAF X-15 pilot)
- John McKay, 1996 (NASA X-15 pilot)
- Robert Rushworth, 1994 (USAF X-15 pilot)
- Emil Sturmthal, 2006 (USAF B-52 pilot)
- Milt Thompson, 1993 (NASA X-15 pilot)
- Guy Townsend, 1995 (USAF B-52 pilot)
- Joe Walker, 1991 (NASA X-15 pilot)
- Alvin White, 1994 (NAA X-15 backup pilot to Scott Crossfield)
- Robert White, 1992 (USAF X-15 pilot)



##### Tour Stop 2: Joshua Memorial Park (Map 2)

Once you have completed the Walk of Honor, it's a short trip to the Joshua Memorial Park to pay your respects to several pilots and managers from the program.

Continue east on Lancaster Boulevard for 0.4 miles, south on Division Street for 0.2 miles, then east again on Lancaster Boulevard for an additional one mile. Turn right on Challenger Way, then make the first right into Joshua Memorial Park.

After entering the park, drive straight ahead to the dead end, then turn right. At the next dead end turn left, then continue to the second street, where you will again turn left. At the first intersection you will see a road angling to your right. Go through this intersection, then park your car.

In the first row on the west side of the road you will see Walt Williams with his wife

Helen. Walt was the first person in charge of the X-15 program at NACA and NASA. To the left of Walt is the marker for Milt and Therese Thompson. In the second row, directly behind Milt, is Joe Walker. Go to the third row, then to your left two spots and you will find Jack McKay and his wife Shirley. Finally, continue straight ahead to the eighth row, count sixteen markers to your left to find Joe Vensel, the boss for the NASA pilots during the X-15 era.



## **PART 2: The Dry Lakes, Michael Adams Monument, and High Range**

The X-15 High Range has several areas which are readily accessible, while others take a bit more adventure. These include dry lakes and the old radar sites, all along a general line north and northeast of Edwards in California and into central and eastern Nevada. I'll pick up the route where we last stopped in Lancaster.

### Tour Stop 3 and 4: B-52-008 and Cuddeback Dry Lake (Map 3)

Cuddeback was used twice for emergency landings of the X-15. The first was on Milt Thompson's fifth flight (3-29-48 on 21 May 1964), and the second was the first flight of Mike Adams (1-69-116 on 6 October 1966).

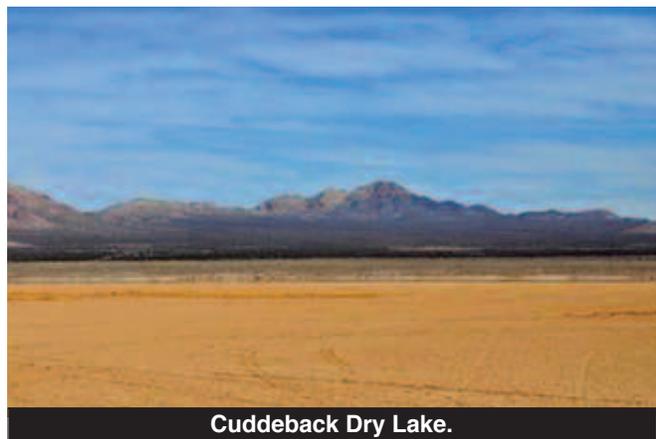
From Joshua Memorial Park, return west to Highway 14 and proceed north toward Rosamond and Mojave. After about 25 miles you'll enter the town of Mojave, at the intersection of Highways 14 and 58, take a right turn onto Highway 58 toward Barstow.



**B-52 No. 008 at the Edwards AFB North Gate.**

ward the north gate at Edwards AFB. Go 1.1 miles south, and B-52 No. 008 is on the east side of the road, just north of the base entrance. There is a parking area next to the aircraft and you do not need to enter the base itself, but Edwards is

(Note: This is considered a business cutoff for Highway 58 and will connect with the regular highway after 3.8 miles.) At 17 miles there will be a right turn on Rosamond Boulevard to-



**Cuddeback Dry Lake.**

an active military base, so be sure to have your identification available.

Return north to Highway 58 and continue east another 20 miles to the junction with U.S. Highway 395. Make a left and go north 18 miles to Cuddeback Rd. Turn right and follow the dirt road for 8 miles and you will be on the west edge of Cuddeback. This is the closest X-15 emergency lakebed to Edwards.

#### Tour Stop 5: Michael Adams Monument (Map 3)

Created by Eagle Scout John Bodylski, the Adams memorial commemorates the location where Mike Adams was killed on 15 November 1967.

To arrive there, return west to Highway 395 from Cuddeback, then turn right to head north for 8 miles through the tiny settlement of Red Mountain. Less than a half-mile later will be a right turn on Trona Road. Proceed 4.1 miles on Trona Road, then you will see a dirt road on your left. Proceed one-half mile west, following the dirt road to the memorial site.



#### Tour Stop 6: Beatty, Nevada (Map 4)

The town of Beatty is the first sojourn into the state of Nevada on this tour, and it is a trek of several hours from the Adams memorial. It will also take you through Death Valley, so be sure to have plenty of water and other provisions.

On Trona Road continue to head north approximately 17 miles to the junction with Highway 178, then turn right toward the town of Trona. The road changes names over the next 60 miles: Trona Wildrose Road to Panamint Valley Road. This valley has also been known to occasionally attract hot-shot fighter jockeys wanting to get a thrill flying their jets close to the ground, then popping up at the north end of the Panamint. It can be your own private air show if you happen to be traveling through at the right time, as happened on one occasion for myself and Cherie.

At literally the end of this road, make a right turn onto Highway 190 toward Furnace Creek in Death Valley. (Note: An entrance fee may be required for the National Park.) Drive 35 miles on Highway 190 into the heart of Death Valley National Park to reach the junction with Scotty's Castle Rd. Make a left to head north, but after just 0.6 miles make the right on Daylight Pass Road. You will follow this route for 26 miles into the town of Beatty.

When the road crosses over the border it will become Nevada Highway 374. About four miles prior to reaching Beatty, there will be a road to the left leading up to the mining ghost town of Rhyolite. This is a fun stop if you have the time for a small historical detour.

Highway 374 will bring you in through the east side of Beatty, becoming Main Street. At the intersection of 2nd Street, Highway 374 ends, and you'll join Highway 95. This comes up through the town from the south and makes a right turn from 2nd onto Main

Street. If you are continuing directly toward the old Beatty High Range radar site, simply go straight through this intersection to join Highway 95 and continue heading north out of town. However, Beatty is worth a stop itself.

Even though the town is small, it is a fascinating place to explore, and an excellent waypoint for an overnight stop. Walk down the streets and recall the stories of TD Barnes and his time in this area working at the radar station north of town. The echoes of people such as Panamint Annie and Ma Vincent still reverberate in an area which has not seen significant change since the days of the X-15.

#### Tour Stop 7: Beatty High Range Station (Map 4)

Now the adventure truly begins. Measuring from the intersection of Highways 374 and 95 in downtown Beatty, travel 14.6 miles north on Highway 95. There will be a road to your left. This road used to be paved, but that pavement has not been maintained for decades. When I visited the site, I was able to drive 0.7 miles up this rather steep road before I had to secure the parking brake and walk the rest of the way. Leaving your vehicle as I did is not recommended, and unless you have a good 4-wheel drive vehicle, it is probably safer to walk from the base of the hill, not far off the main highway.



Looking back downhill to Highway 95, partway to site.

The total distance is approximately 4,000 feet from Highway 95 to get to the top of the hill, then the road bends to the left and heads south about 3,000 feet to the end. At the point where the radar site used to sit are the foundations of several buildings, including the main site where the operators monitored the X-15. The flat-topped area is roughly square, and with careful searching, bits and pieces of old equipment may still be found even though the buildings have long been removed. On my trip, I sat on the foundation, having a snack after my hike. As I sat taking in my surroundings, I saw a small electronic component which made a great souvenir. Be on the lookout for snakes as TD Barnes said they were frequent visitors. The site has been abandoned since the closure of the buildings in 1968.

Specific coordinates for the Beatty site are:

Latitude — North 37 degrees, 4 minutes, 52.83 seconds

Longitude — West 116 degrees 49 minutes, 3.23 seconds

#### Tour Stop 8: Tonopah, Nevada (Map 5)

Once back on Highway 95 after your hike up to the old radar site, continue north for approximately 80 miles. At the junction of Highways 95 and 6 is the old silver mining town of Tonopah, the gateway to Mud Dry Lake. This was the staging area for many High Range personnel supporting X-15 missions out of the nearby Mud Dry Lake area. This town is the recommended stop for a second night's stay along the pathway of the X-15.

In fact, I would stay two nights so you can have an early run to Mud, then back to Tonopah for a second night before starting the next leg of the trip. This will also give plenty of time for checking out the town and its local history.



The Mizpah Hotel  
Tonopah, Nevada.

In the center of the town is the old Mizpah Hotel, which was the place the X-15 team usually stayed when on temporary duty away from Edwards. The hotel was renovated and reopened in 2011, so it is highly recommended as the perfect place to book a room. The hotel itself is a five-story building, the tallest in Nevada when first constructed in 1907. It is the center of many tall tales, including a ghost story or two, such as the famous

Lady in Red who died in the 1920s on the fifth floor, where she reputedly still resides.

Another draw to the Tonopah area is that it's known as having some of the darkest skies in the United States, while being relatively easily to access by highway. If you happen to be a skywatcher, this is a perfect place to bring your telescope or binoculars, or just sidle outside the town limits, unfold a chair after nightfall, and enjoy the thousands of stars which can be seen with the unaided eye from this region. Compare this to the few dozen, or less, from the average city infused with light pollution.

#### Tour Stop 9: Mud Dry Lake (Map 5)

Time for some major off-road exploration. I highly recommend a 4-wheel drive vehicle with high clearance for any attempt to get out to Mud, although I admit to making it safely with a standard two-wheel drive compact car. It took me two separate attempts to accomplish the task when a thunderstorm gave me second thoughts after leaving the highway for the first try.

When I returned to Tonopah for another foray, I also made sure the hotel staff was aware of where I was going, and asked them to contact someone in authority if I didn't return by an expected time. I made it out and back with no problem, but it can be an intimidating experience to be on the lakebed alone, especially knowing what I had to traverse to get back to town. When you go, make sure you have many hours of daylight, so as not to get caught in the dark on your way back.

This trek begins at the junction of Highways 95 and 6 in Tonopah. Highway 6 heads directly east out of town, then up over a hill before descending toward the Tonopah Airport. From the junction, travel 5.7 miles, where there will be a dirt road on your right. (This is about a mile before you reach the airport.) You can see Mud Dry Lake several miles to the south as a bleached expanse.

Turn south on the dirt road, then go exactly 6 miles to a "Y." Take the left branch, which is now heading south by southeast. After 3.1 miles the road branches again. I took the left branch on my odyssey because it appeared to be a more direct route toward the lake, although from what I know now, both branches will take you there. The branch I chose brings you out onto the lakebed after an additional 4.2 miles, while the right gets you there in almost exactly 4 miles. I personally prefer the route I took be-

cause it takes you to the center of the northern boundary of Mud, whereas the right branch leaves you near the western end of the lakebed.

The northern half of the lakebed is open territory for anyone who wishes to visit, but you will find a demarcation fence with government warning signs running east/west, cutting the lakebed in two and preventing access to the southern half. This is the northern extremity of the Nevada Test and Training Range where air force jets regularly hold exercises. The range is the largest restricted area in the United States, and encompasses the infamous Area 51, about 120 miles south-east of Tonopah.

Driving the 13.3 miles from Highway 6 to Mud took me almost exactly one hour. The lakebed is roughly circular, about five miles edge-to-edge. Because of the test range, you are limited to an area of exploration about five miles east to west, and two miles north to south. Be sure to carefully note your landmarks and mileage to find your way to the road leading back north, as it can be very deceptive to find this road in the jumbled transition zone around the edge of the lakebed.



Looking south toward Mud Dry Lake.

Mud Dry Lake is extremely important to the history of the X-15. While here, recall the four emergency landings which occurred during the rocket plane program, one of which changed the course of the X-15 and permanently affected the life of NASA pilot Jack McKay.

The first landing here was on Forrest Petersen's fifth flight (1-25-44 on 10 January 1962), who came down with aircraft No. 1 when the LR-99 rocket failed to start after launch from the B-52. This was the first remote lakebed landing for an X-15.

Ten months later, McKay hung on as the X-15 landed heavy and fast at the end of his seventh flight (2-31-52 on 9 November 1962). The gear collapsed, and No. 2 flipped on its back, causing severe injury to Jack, and leading to the metamorphosis of this X-15 into the X-15A-2. This aircraft eventually ran for the ultimate speed record on 3 October 1967.

The last two emergencies happened within a year of each other, and both involved pilots from the U.S. Air Force. On his thirty-fourth and final flight in the program, Bob Rushworth was forced to jettison the external fuel tanks from the X-15A-2 on its first test of the rebuilt aircraft and extended rocket fuel system (2-45-81 on 1 July 1966). Finally, Pete Knight lost all electrical power in No. 1, landing on Mud. Due to the time of the incident, most of the search teams were headed instead toward Grapevine Dry Lake.



Mud Lake, 1 July 1966.  
Emergency landing flight 2-45-81.



Mud Dry Lake, 20 December 2004.

### Tour Stop 10: Smith Ranch Dry Lake (Map 6)

One last dry lakebed is left on the tour: Smith Ranch. One landing occurred here with aircraft No. 1 piloted by Jack McKay in 1966. Although remote in miles, this lakebed is probably the easiest to access from a paved highway.

Head west out of Tonopah on Highway 95 for approximately 60 miles to the junction with Highway 361. Make a right turn and head north for 63 miles. Highway 361 will dead end into Highway 50 at the tiny community of Middlegate. Turn right to go east on Highway 50 for only 3.2 miles to arrive at the junction of Highway 722 toward Eastgate.

From Eastgate, although the road is paved, you will enter some rough terrain with a lot of winding road through the Desatoya Mountains. The elevation rises from approximately 5,000 feet to just under 7,500 feet within a few miles. About 22 miles after leaving Highway 50 you'll be on the relatively flat area leading to the dry lake. Highway 722 continues straight from this point for 6 miles, then gently curves to the northeast where you should easily see Smith Ranch Dry Lake north of you.

At 5.4 miles after starting this curve there will be a dirt road on your left, near the center of the south edge of the lakebed. Take this road for slightly more than one mile and you will be on Smith Ranch. While on the lakebed, recall that Jack McKay landed here in late Summer, on his final X-15 flight (1-68-113 on 8 September 1966). Out of this great expanse, the nose wheel of the rocket plane was punctured by a single surveyor's nail.

When you leave Smith Ranch, go back down the dirt road to Highway 722 and continue east for approximately 24 miles to reunite with Highway 50. About five miles prior to reaching this junction, the Austin Airport will be on your left.

### Tour Stop 11: Ely High Range Station (Map 7)

At this point you are a few hours away from the second and last of the High Range radar stations, this one outside Ely, Nevada. Travel 140 miles east on Highway 50 from the junction with Highway 722. To recognize you are getting close to the right area, at approximately 130 miles into this segment, Highway 50, which has been heading generally east at this point, takes a turn to your right toward the southeast. After 2 miles the road turns gently east again, then makes a wide right-hand arc back to the southeast. From that point, the road will be relatively straight for the next 6 miles, leading to the right turn onto the dirt road up to the radar site.

At the time of my visit in mid-May, there was still plenty of snow in the mountains, so be sure to keep this in mind for the timing of any visit to the site. Also remember that conditions change, but a perfect signpost for the turnoff (at the time of my visit) was a large metal building about 700 feet off the southwest side of Highway



Ely High Range Site from below the switchbacks.

50, on the dirt road you need to take into the mountains.

Once off Highway 50, the dirt road will go straight for a couple miles, then start to climb into the mountains, following the contours of the land. After a total of approximately 4 miles, the road will bend around to the north-west, starting with the first switchback. There are many twists and turns at this point, but stay with this road and don't take any turnoffs.

About 1.4 miles later you arrive at the last series of four switchbacks, alternating first to the right, then to the left. At the first of these you will be able to see the radar site directly ahead and above. Another 0.5 miles will bring you onto the Ely High Range radar site property.

Currently the buildings are intact and apparently maintained, and may still occasionally be in use by the U.S. Air Force.

Specific coordinates for the Ely site are:

Latitude — North 39 degrees, 18 minutes, 30.22 seconds

Longitude — West 115 degrees, 5 minutes, 11.45 seconds

#### Tour Stop 12: Ely, Nevada (Map 7)



One of many bizarre murals in the town of Ely, Nevada.



Closer view of Ely High Range Site from the road.

After a slow and careful drive 6 miles back down the dirt road to Highway 50, turn right and continue east for 11 miles into the center of downtown Ely. This point is marked by the intersection with Highway 93. The town is the recommended stopping point after a full day excursion across a large portion of the Nevada landscape.

In this area are ghost towns, gambling halls, and beautiful Cave Lake. If you are in Ely at the right time of Summer, maybe you can catch the famous bathtub races on the lake.

Ely marks the official end of the itinerary to follow the pathway marked by the flights of the X-15. To return full circle to southern California, head south on Highway 93, also known as the Great Basin Highway. You will go for approximately 260 miles to reach Interstate-15, then another 25 miles south to Las Vegas. Continue for 225 miles to Interstate-10 westbound, then 27 miles to Interstate-605. Go south for 13 miles, then west on Interstate-105 for 16 miles to reach Los Angeles International Airport, and the location of the old North American Aviation plant where it all started with the rollout of the No. 1 X-15 on 15 October 1958.

## 4. CONTACTS

Throughout this document are listed various organizations and locations. Below is a contact list.

### PART 1: Museums

National Air and Space Museum  
Independence Avenue at 6th Street  
Washington, D.C. 20560  
(202) 633-2214  
[www.nasm.si.edu](http://www.nasm.si.edu)

National Museum of the U.S. Air Force  
1100 Spaatz Street  
Wright-Patterson AFB, Ohio 45433  
(937) 255-3286  
[www.nationalmuseum.af.mil](http://www.nationalmuseum.af.mil)

Pima Air and Space Museum  
6000 E. Valencia Road  
Tucson, Arizona 85756  
(520) 574-0462  
[www.pimaair.org](http://www.pimaair.org)

NASA Dryden Flight Research Center  
P.O. Box 273  
Edwards, California 93523  
(661) 276-3311  
[www.nasa.gov/centers/dryden](http://www.nasa.gov/centers/dryden)

Air Force Flight Test Center Museum  
405 South Rosamond Boulevard  
Edwards, CA 93524  
(661) 277-8050  
[www.afftcmuseum.org](http://www.afftcmuseum.org)

Evergreen Aviation and Space Museum  
460 Northeast Captain Michael King  
Smith Way  
McMinnville, Oregon 97128  
(503) 434-4185  
[www.evergreenmuseum.org](http://www.evergreenmuseum.org)

### PART 2: Memorial Sites

Joshua Memorial Park and Mortuary  
808 East Lancaster Boulevard  
Lancaster, CA 93535  
661-942-8125  
[www.joshuamortuary.com](http://www.joshuamortuary.com)

Desert Lawn Memorial Park  
2200 East Avenue S  
Palmdale, CA 93550  
661-947-7177

Mulhearn Memorial Park Cemetery  
623 Highway 80 East  
Monroe, LA 71203  
318-343-1511  
[mulhearnfuneralhome.com](http://mulhearnfuneralhome.com)

Arlington National Cemetery  
Arlington, VA 22211  
877-907-8585  
[www.arlingtoncemetery.mil](http://www.arlingtoncemetery.mil)

Forest Hill Cemetery  
Upper Park Street  
Madison, Maine 04950  
207-696-3971

Michael Adams Monument  
[www.xb-70.com/wmaa/x15/monument](http://www.xb-70.com/wmaa/x15/monument)

Astronaut Memorial Foundation/Space  
Mirror Memorial  
State Road 405  
Kennedy Space Center, Florida 32899  
321-452-2887  
[amfcse.org](http://amfcse.org)

### PART 3: Schools

Joseph A. Walker Middle School  
5632 West Avenue L-8  
Quartz Hill, California 93635  
(661) 943-3258  
[www.westside.k12.ca.us/jw](http://www.westside.k12.ca.us/jw)

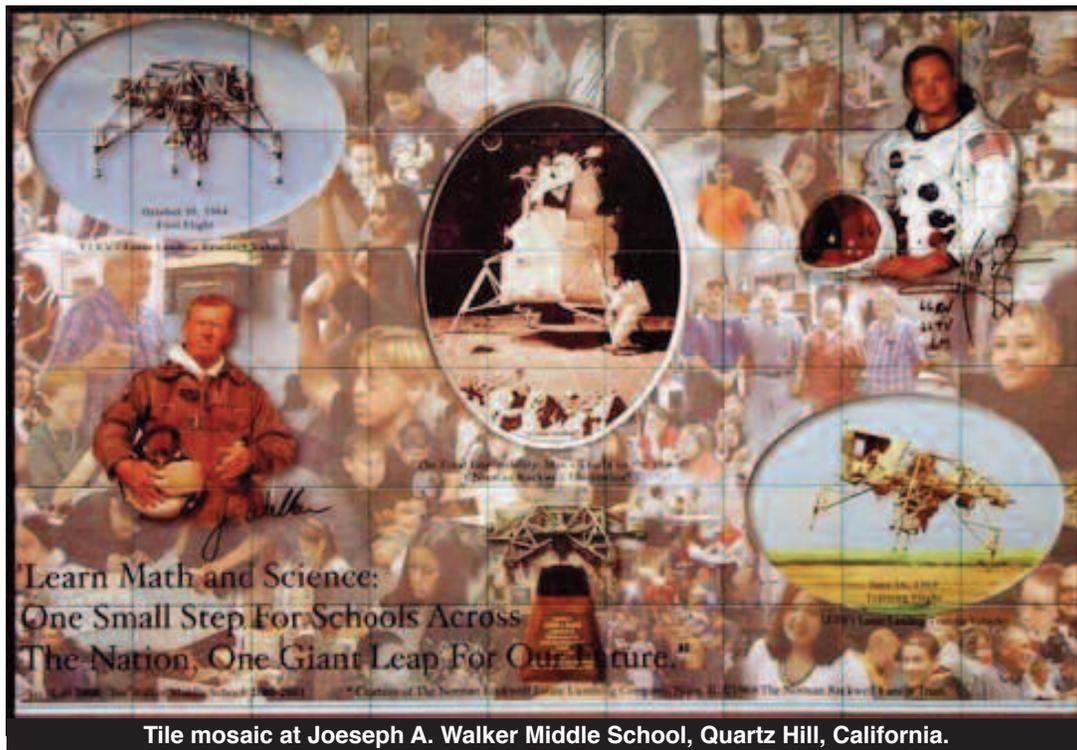
William J. "Pete" Knight High School  
37423 70th Street East  
Palmdale, California 93552  
(661) 533-9000

A. Scott Crossfield Elementary School  
2791 Fox Mill Road  
Herndon, Virginia 20171  
(703) 295-1100  
[www.fcps.edu/CrossfieldES](http://www.fcps.edu/CrossfieldES)



X-15 No. 1 at the National Air & Space Museum.

Purdue University, College of Engineering  
Neil Armstrong Hall of Engineering  
701 West Stadium Avenue  
West Lafayette, Indiana 47907  
(765) 494-5345  
[engineering.purdue.edu/ENGR](http://engineering.purdue.edu/ENGR)



Tile mosaic at Joseph A. Walker Middle School, Quartz Hill, California.