



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

Publication of the Thames River Composite Squadron
Connecticut Wing
Civil Air Patrol

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15 November, 2016

CADET MEETING

15 November, 2016 Agenda

Drill on the GON parking lot.

Maj Bourque delivered an aerospace education lesson on the reading and use of the sectional chart.

ANNOUNCEMENTS

O flights: Sunday, 20 November

Log into eServices and take your leadership or aerospace test, if you have one outstanding. If you need a drill test, let your cadre know.

-

Please remember to contact your flight leader or superior officer if you will NOT be attending the meeting.

If you need uniform items, contact Lt. Schmidt and we can check to see if we have it in the trailer.

SENIOR MEETING

15 November, 2016

Lt Losacano reviewed fire safety issues with a focus on smoke detector types. A “family plan” for evacuation was discussed.

The monthly pilot's meeting reviewed the need to pre-heat aircraft engines when the outside temperature is below freezing.

It was announced that Maj Farley will be a judge at the CTWG Cadet Competition scheduled for 19 November at the 103rd ANG base, Bradley International Airport.

CTWG TRAEXs has been scheduled for the third Saturday in January, February, and March, 2017 in preparation for a USAF evaluation in April.

PROMOTIONS AND AWARDS

SM JoAnne Richards was promoted to 2nd Lt and in addition, completed her ICUT requirements.

Maj Scott Farley was awarded Senior Pilot Wings. The award requires at least three years of service as an active CAP-rated pilot and a minimum of 1,000 logged hours.



October 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
1/2 Traex Month	3 Cl	4	5	6	7	8 Groton Fair Rifle
9	10 Col Day	11 CC CALL	12	13	14	15
16	17	18	19	20	21	22 ST WD
23 OFlight	24	25	26	27	28	29
30	31 Hlwn	Sell Sell Fruit Sale				

November 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
Fruit Sale		1 Fruit Sale	2	3	4	5 Cadet Ball Rifle
6	7	8 Election CC CALL	9	10	11 Veterans ELKS	12 Traex
13	14	15	16	17	18	19 CLC
20 OFlight CLC	21	22 No Mtg	23	24 Thksgvg	25	26
27	28	29	30			

December 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
Fruit Sale Delivery around Dec 12				1	2	3 UCC
4 UCC	5	6 CC CALL	7	8	9	10
11	12	13 Holiday Party	14	15	16	17 Oflight
18	19	20 No Meeting	21	22	23	24
25	26	27 No Meeting	28	29	30/31	April OpsEval SLS Mar 11/12

New Year- New possibilities						
SUN	MON	TUE	WED	THU	FRI	SAT
New Improved Calendar online and in this publication				1	2	3
4	5	6	7	8	9	10
11	12	13 CC CALL	14	15	16	17
18 OFlight	19	20	21	22	23	24
25	26	27	28	29	30	

Excellence

Date	Senior	Cadets
1	Traex Startford	
4	Staff Mtg	Staff Mtg, Program Development (civ)
8		Groton Fair POC Richards
11	Commanders Call/Pilot Mtg	Drill, CD, Flight Time, Promotions (Blue)
18	AE - AEO Rocketto	PT, DDR, Guest Speaker (PT)
25	ES - AP	Drill, leadership, guest speaker (BDU)

Integrity

Date	Senior	Cadets
1	Staff Mtg	Staff Mtg
11		Elks
5	Pilot	Cadet Ball- Formal
8	Commanders Call	No School; No Cadet Meeting
19/20		CLC Class Hartford
15	ES - Winter Ops	Drill, Guest Speaker, Promotions (blue)
22		No Mtg
29	Open training	PT, DDR, Flight Time (PT)

Volunteer Service

Date	Senior	Cadets
3/4	UCC Course Stratford	
6	Commanders Call	Drill, CD, PT, admin, flight time (PT)
13		Holiday Party
20	Staff Conference Call (2000)	Staff conference Call (1900)
17		Oflights

Respect

Date	Senior	Cadets
3		
6		
10		
13		
17		
18		
18		
20		
24		
27		

VETERAN'S NIGHT AT THE ELKS

11 November, 2016

submitted by Lt Susan Poe

Ten TRCS members volunteered to as waiters, busboys, and kitchen police for a Groton Elks dinner honoring veterans.

The group was led by Lt Poe supported by Lt Richards. Participating cadets were the Ramsey and Poe trios and cadets Hollingsworth and Wischman.



The Volunteers



Kitchen Police Duties

CTWG TRANEX

12 November, 2016

The scenario for the training exercise was a state-wide disaster due to a series of violent storms. Over 50 Capsters participated in the exercise which was based at the Meriden-Markham Airport.

Four aircraft and two ground teams were launched to survey and photograph road access on the interstates, the integrity of bridges and dams, and searches for two emergency locator beacons.

Mentors and evaluators worked with trainees on qualifications which included ground team and air crew training, communications, and staff development.

Participating TRCS members were Lt Col deAndrade (Operations Section Chief), Majs Farley and Noniewicz (Mission Pilots), Lt Pineau (Aerial Photographer), Maj Neilson (Flight Line Marshaler), and Lt Col Rocketto (Public Information Officer).



Lt Pineau checks the quality of the gasoline in the three belly drains on the Cessna 182.



Major Noniewicz and Capt Whitesell plan their mission.



Command Staff Resolving Problems

MILLER'S MODELS

Capt Ed Miller is not only an aeronautical engineer but also an enthusiastic builder of scale models. His collection, most to the same scale numbers in the hundreds.



The latest product from his workbench is a Lockheed F-94C Starfire. The Starfire was one of the earliest jet interceptors. It was flown by the Air Force and Air National Guard in the 1950s. Its main armament was the 2.75 inch folding-fin aerial rocket.

CURRENT EVENTS

CONTRACTORS

Back around 10 years ago, a defense contractor named Blackwater was involved in some incidents which created scandals and led to questioning of the U.S. Government contract program which hired private companies to carry out traditional military functions.

However, the large scale involvement of our military on every continent has created a shortage of trainers and equipment, so the military still

require the services of contractors.

Draken International, based in Florida, supplies “adversary” aircraft to train USAF and Canadian pilots. Airborne Tactical Advantage Company, Newport News, Virginia, also supplies aircraft and pilots to train Air Force, Navy, and Air National Guard pilots.

The USMC is suffering from a lack of C-130 aircraft available for training their reconnaissance troops. There are even private companies operating aerial tankers for the British.

An eclectic variety of aircraft are used. Adversary aircraft in Russian MiGs, Czech L-39s, Hawker Hunters, Israeli Kfir, Douglas A-4s, and the KC-10. The Marines are jumping from a CASA 212.

AEROSPACE HISTORY

U.S. Military Golden Anniversary Aircraft

One of the concerns of the U.S. military is the age of the aircraft in their inventories. The program to replace the aerial tanker fleet is indicative of this problem. This article will take a look at those marks of powered, manned aircraft which are at least 50 years old from the date of their acceptance. The article will not include aircraft used by the USAF Academy and USAF flying clubs, notable the T-41 Mescalero (Cessna 172) and the T-51 (Cessna 150). *Caveat:* The dates given represent either the first flight or the introduction to service of each aircraft.

1965 Grumman C-2 Greyhound



C-2A

The Greyhound finds its main mission as a Carrier

Onboard Delivery (COD). It serves as a transport between the carrier and shore stations and can carry supplies, equipment, or passengers.

The basic design is a modification of the E-2 Hawkeye an electronic warfare aircraft. It maintains the same wings and engines but has a widened fuselage equipped with a rear ramp.

Four vertical stabilizers are used to provide stability. This provides a lower profile which allows the aircraft to fit into the hangar deck.

Like almost all of the military legacy aircraft, the Greyhound has received numerous maintenance and equipment upgrades.

Grumman had hoped to sell an upgraded aircraft with new wings, engines, propellers, and electronics but the Bell V-22 Osprey has been selected for the missions.

1964 Grumman E-2 Hawkeye



E-2D

The Hawkeye is designed for the early airborne warning mission of the Navy surface fleet. As is the case with almost all of these legacy aircraft, the Hawkeye has been upgraded, specifically with advanced electronic systems which improves its performance in the early warning role. The aircraft is distinguished by the 24 foot rotating radome mounted on top of the fuselage. The dome rotates at six rpm and has two unusual features: it can be lowered so the plane can fit in the hangar deck and it maintains a positive angle of attack in flight, providing extra lift. Special communications equipment allows the Hawkeye

to act as a command and control aircraft for the carrier force and its air arm.

Both the Coast Guard and the Customs Service has tried to use the Hawkeye to combat drug smugglers but both services have returned borrowed aircraft to the Navy.

The Navy has deployed Hawkeyes from Vietnam to the current unpleasantness in the Middle East. Both the French and the Israelis have also used Hawkeyes in combat. The most notable example is the Israeli pummeling of the Syrian Air and Missile forces in Lebanon's Bekka Valley. Egypt, Taiwan, Singapore, and Mexico also operate Hawkeyes.

Boeing CH-47 Chinook



Connecticut National Guard Chinook Departing Groton.

The Vertol Division of Boeing and Lockheed both added new aircraft to the U.S. inventory in 1962 however the Chinook flew two months earlier than the Lockheed Orion.

The CH-47 is a tandem rotor helicopter which has been the mainstay of the Army medium lift helicopter force for 54 years. Some 12,000 have been manufactured and it serves or has served in the military forces of just over two dozen different nations.

The rotors are driven by two turbo-shaft designed to produce shaft power rather than thrust. The rotors counter-rotate which eliminates torque and the need for a tail rotor. If one engine fails, the surviving engine can be coupled to both rotors.

The large cargo space in later models can seat a platoon of troops or lift 13 tons of cargo, either in the fuselage or externally, using a sling. It is sometimes armed with three .50 caliber machine guns for defense.

The Chinook has an extensive combat record. Aside from U.S. deployment starting in Vietnam, it has also been used by the British against Argentina in the Falkland War and by the Iranians against the Iraqis in the 1980s.

New and much improved versions remain in production. The Army is considering a replacement but no viable candidate is in sight.

1962 Lockheed P-3 Orion



P-3A Orion

In the mid 1950s Lockheed produced a four engine turboprop airliner, the L-188 Electra. Like the deHavilland Comet, the Electra fell afoul of a design defect which led to two crashes. Like the Comet, the advent of a superior airliner, the Boeing 707, led to its marginalization as an acceptable commercial passenger aircraft.

However, the airframe lives on. The Navy required a new maritime patrol and anti-submarine aircraft. Lockheed has a long history of developing aircraft for this mission and militarized the Electra design into the P-3 Orion.

The aircraft is equipped with magnetic anomaly detection gear, a bomb bay, and wing pylons to carry anti-ship and anti-aircraft missiles. Under the right conditions, two of the four engines can be shut down to save fuel and extend loiter time.

Almost 800 ships have been built by Lockheed and Kawasaki Industries and a wide range of variants exist. The Canadians fly their version as the CP-140 Aurora. The Aussies model is the AP-3C Orion. Both countries have installed upgraded and improved electronic systems. The Navy also has the EP-3 Aries, a signal surveillance aircraft. Over a dozen nations employ or have employed the Orion.

The National Oceanic and Atmospheric Administration fly two WP-3Ds, modified Orions for hurricane penetration and sundry weather studies. U.S. Customs and Border Protection operate a fleet of 16 Orions, half of which are equipped with rotating radar domes similar to those carried by the E-2 Hawkeye. Aero Union operated eight of the P-3A version as an aerial fire fighter.

Ironically, the Orion is following in the wake of its commercial Electra progenitor and is being replaced by the Boeing P-8 Poseidon, a adaptation of Boeing's commercial 737.

Boeing's turbofan powered P-8 Poseidon, itself an adaptation of Boeing's 737 airliner.

1961 North American T-39 Sabreliner



USMC T-39 at Pensacola

The Sabreliner was developed as a private venture for general aviation but it fitted requirements which the USAF had for a utility transport. The military designation became T-39 and the plane

performed a dual role: trainer and transport.

One of them was shot down by a Soviet jet when it inadvertently crossed in East German airspace. In 1976, a Federal Aviation Administration Sabreliner ditched off the the coast of Brazil. The aircraft was on a flight from Ascension Island to Recife when it ran out of fuel due to a navigation mistake.

Currently, the T-39N and T-39G are flying out of Pensacola training naval flight officers for the Navy and Marines.

1961 Northrop T-38 Talon



Beale AFB Talon Support for the Spy Plane Program.

The Talon is a twin engine supersonic trainer and over eleven hundred copies of the twin engine supersonic trainer. The Talon has been in service with the Republics of Korea and China and the Germans, Portuguese and Turks. NASA also maintains some three dozen which are used for astronaut proficiency and as chase aircraft. They are based at Ellington Field in Texas.

Once, the Thunderbirds flew their air shows in Talons. This started when OPEC embargoed oil and fuel prices skyrocketed. The F-4 Phantoms were replaced and for nine years Talons carried the Thunderbird livery until the F-16 was adopted.

Two combat derivations were produced, the F-5 Freedom Fighter and the F-20 Tigershark. The F-5 was designed to meet the requirements of third world air forces which were receiving military

assistance program aid. Northrop developed the single engine Tigershark privately but it was stillborn when the United States supported production of the F-16.

The Talon did have some high profile crashes. Four astronauts and two NASA test pilots died in four different crashes. In 1982, four Thunderbird pilots augured in at Indian Springs, Nevada during practice. The four aircraft attempted a formation loop but struck the ground during the pull-out.

Candidates to succeed the Talon as an advanced trainer include the Northrop-Grumman T-X, the KIA-Lockheed T-50, and the Alenia-Raytheon M346 Master. Note the cooperative arrangements between a foreign company and a U.S. company which reflects the reality of global economics.

1956 Boeing KC-135 Stratotanker



KC-135

On might say that the Stratotanker's development was partially due to a British attempt to break the dominance which US manufacturers held in the post World War II commercial aircraft market. During the war, Great Britain concentrated on the development and manufacture of fighters and bombers. The industrial might of the United States produced both combat aircraft and transports. The Douglas DC- series and the Lockheed Constellation are just two examples which captured the post-war market, freezing out the British.

Britain, a pioneer in turbine engines saw the possibility of a jet powered airliner and deHavilland produced the Comet. The Comet

was revolutionary but it ran into severe metal fatigue problems which grounded it for four years. This allowed Boeing and Douglas to catch-up with their entries into the field.

The Boeing designers used their experience producing the swept wing, jet powered B-47 Stratojet and came up with a prototype airliner, the 367-80 better known as the Dash 80. The design was quickly adapted for both military and commercial usage as the C-135 and 707 respectively.

At that time, the USAF was using propeller driven refueling aircraft, notably the KC-97 and KC-50 to refuel its B-47 jets. However, the mismatch in speed between the props and the jets led to difficulties when passing fuel.

So the C-135 was reworked into an aerial tanker, the KC-135. Over 800 were built, the last in 1965 making the youngest aircraft in the fleet over a half century old. As with almost every legacy aircraft still flying, constant upgrades and modifications improved the performance and refueling efficiency of the Stratotanker.

The aging fleet is requiring more and more maintenance and parts are hard to find. Consequently, in a history laced with controversy and bitterness, Boeing won the contract for the Stratotanker replacement, an air tanker version of the Boeing 767.

1955 Lockheed U-2 "Dragon Lady"



U-2C at the Strategic Air Command Museum

Lockheed's brilliant aircraft designer, Kelly Johnson, had a long history of achievement from the 1930 Lockheed Model 10 to the the Century

series of jet fighters. His designs culminated in two of the most noteworthy reconnaissance aircraft ever built, the U-2 and the SR-71.

When the Cold War started, the United States found that its knowledge of the Soviet order of battle, its military equipment, and its production facilities were nil. Stalin's distrust of the West led to stringent security procedures and a police state where even the telephone books were considered state secrets. As Winston Churchill remarked, Russia "...is a riddle wrapped in a mystery inside an enigma."

The President of the United States, Dwight D. Eisenhower, who led the allied forces in Europe in World War II fully understood the importance of acquiring intelligence information about the enemy. During his administration, a project was launched to produce a new reconnaissance aircraft which could fly so high that it was impervious to attack by enemy interceptors. Bell, Fairchild, and Martin were asked to submit designs. When Lockheed learned of this, they too entered the competition and put Johnson in charge of the project.

The Lockheed design was based upon the fuselage of the F-104 Starfighter and high aspect ratio glider style wings. The design was stripped of any excess weight, equipped with a single engine, and loaded with the most sophisticated aerial cameras and electronic intelligence equipment ever designed. Payment was made by covert funding provided by the Central Intelligence Agency

The role of the aircraft was hidden by applying a "U" for "utility" prefix and claiming that it was a research aircraft for studying weather and cosmic rays. The first overflights were carried out in 1956 by aircraft from what was termed the "1st Weather Squadron, Provisional" and provided valuable intelligence on the Soviet rocket program, bomber deployment, and military production facilities.

Soviet interceptors tried but failed to shoot down a U-2 but in 1960 a Soviet SA-2 missile led to the

downing and capture of Francis Gary Powers. Powers and an American economist were swapped for ace Soviet spy, Col. Rudolph Abel, two years later.

Other U-2s were lost to enemy action. During the Cuban crisis, Maj Rudolph Anderson fell victim to another SA-2 and was killed. It is little known that the Royal Air Force and the Republic of China also flew U-2 missions. Taiwan lost five aircraft. Three of their pilots were killed and two captured.

Today, the subsonic U-2 still flies while its intended successor, the Mach three SR-71, with the exception of two flown by NASA, has been retired and rests in museums. The newest of the breed, designated TR-2 for “tactical reconnaissance” reflects the change from its strategic mission. Eighteen different variations, from the U-2A to the U-2S have been manufactured. The aircraft is so versatile that attempts to retire it and have it replaced by drones have failed.

1955 Boeing B-52 Stratofortress



23rd Bomb Squadron B-52H
(Photo Courtesy of Capt Erik Nelson)

The Stratofort, sometimes called the BUFF, is, like its smaller sibling, a child of the Cold War. War planners saw the need for a long range strategic bombers capable of carrying nuclear weapons. The first of these behemoths was the Convair B-36 with six piston engines supplemented by four turbojets. The Strategic Air Command (SAC) also flew the smaller B-47 Stratojet, a six engine podded turbojet powered swept wing bomber but its payload and range was

limited.

The B-36 performance was inadequate given the performance of the Soviet jet fighters so SAC looked for a replacement. A false start occurred when Boeing developed designs based upon straight wings and turboprops. Then Boeing adopted a lot of the technology acquired building the Stratojet and came up with the basic B-52 design which is still flying and expecting to fly until 2040, a lifetime of around 70 years!

The armament and mode of use of the BUFF changed over time. Surface to air missiles (SAM) led to developing a tactic in which low level flight was used to avoid radar detection and SAM fire. The rough terrain following ride stressed the airframe. One B-52 lost almost all of its rudder and most of its vertical stabilizer but still managed to land safely

A variety of stand-off missiles were developed, decoy drones were carried, and the electronic countermeasures suite was much improved. The original Hound Dog missiles could be started on take-off and their thrust used to get the heavily loaded B-52 off the ground.

A unique feature of the aircraft is its ability to crab on a cross-wind landing. Its long drooping wings will not allow a normal slip approach so a control is provided to rotate the landing gear to line up with the runway while the fuselage points into the wind.

Vietnam saw the B-52 used and misused in combat. The B-52D could carry 108 500 lb bombs. They were mostly used to carpet bomb suspected Viet Cong areas in South Vietnam, an operation called Arc Light.

Misuse occurred during the initial attacks on North Vietnam proper. Formations which repeatedly followed the same attack routes and a lack of sufficient jamming equipment led to the loss of 15 aircraft but the raids were credited with bringing the North Vietnamese back to the negotiating table and led to the disengagement of U. S. forces in Indochina.

After Vietnam, the Strategic Arms Reduction Treaty led to the junking of over 300 bombers. Today, only about 80 H models are still flying or on reserve status. The aircraft still serve in combat roles and have been extensively used from the Balkans to Afghanistan. In 1991, B-52G aircraft from Barksdale AFB bombed targets in Iraq and returned home non-stop, a 35 hour, 14,000 mile mission, the longest in history.

Some B-52s have been employed in unique projects. The NB-52 was the mothership for 199 launches of the X-15 which holds the record as the fastest and highest flying aircraft.

The much improved B-52H flies with the 2nd and 307th Bomb Wings out of Barksdale, Louisiana and the 5th Bomb Wing based at Minot AFB in North Dakota.

Former TRCS Cadet Commander Capt Erik Nelson, USAF and his wife are both pilots with the 23rd Bomb Squadron based at Minot. TRCS Commander Lt Col deAndrade is a former B-52 pilot.



Capt Erik Nelson, B-52 Commander

1954 Lockheed C-130 Hercules



An RAF C.3 Hercules, a C-130K with a stretched

fuselage and aerial refueling capability.

The Hercules is arguably the best medium weight air lifter in history. Over 60 nations operate one of the forty variants which have been produced. Noted Lockheed engineer Kelly Johnson was little enamored with the design and predicted that it would not be successful, one of the few bad aeronautical opinions in his career.

The C-130s, except for the first two prototypes have all been manufactured at Lockheed's Marietta Georgia plant. As the aircraft grew in popularity, a continuous series of improvements increased the performance and versatility of the design. Auxiliary fuel tanks, better propellers, a better wing, a fuselage stretch and of course, better electronics followed.

The C-130 transport can perform short field landings and load or unload cargo through a ramp in the tail. It can also perform an operation known as a "low level extraction" in which the aircraft does not land but delivers the cargo while making a low pass over the drop zone. The cargo is dragged out of the aircraft by a parachute and then slides along the ground to a stop. Paratroopers can exit from two side doors and the aft ramp.

The Hercules has been tailored for a remarkable number of missions. Aside from its transport duties, it has been configured as a gunship, aerial refueler, aerial fire fighter, bomber and has found use in the electronic intelligence and psychological warfare roles. It is the largest aircraft ever to land and take-off from an aircraft carrier.

Lt Col Larry Kinch, TRCS, spent most of his career as navigator and fire control officer in transport and gunship C-130s.

Ski equipped Herkys are operated by the New York National Guard and support National Science Foundation research in Antarctica. An Air Force Reserve squadron of "hurricane hunters" operates out of Keesler AFB, Louisiana.

Notable missions include the Israeli hostage rescue at Entebbe, the Taiwanese planting of electronic sensors to spy on the mainland Chinese Lop Nor nuclear test site and the Whisk-05 flight from Europe to the Republic of the Congo to extract 56 civilians from the civil war zone.

Reed Foster, a local aviator, was aircraft commander of an MC-130H Combat Talon II which flew non-stop from Europe to the Congo, landed on a disputed airstrip, and extracted 56 civilians trapped in the civil war zone. The crew was awarded the Mackay Trophy for the most meritorious flight of 1997.

About a 100 civilian versions, the L-100, served with a number of airlines. For five years, Delta Airlines operated the L-100 on scheduled airfreight runs. Continental Air Services and Southern Air Transport flew the L-100 in support of CIA activities in Africa, the Americas, and Southeast Asia.

The USAF has considered the development of a new tactical air lifter to replace the Hercules but continuous improvements of the C-130 and budgetary strictures make a successor unlikely.

AND NOW FOR THE MOST “ANCIENTE AEROPLANE” OF THE UNITED STATES MILITARY FLEET

195 deHavilland of Canada U-1 Otter



*The Anciente and Honourable Otter at Pax River
(US Navy Photo)*

de Havilland of Canada has never built a bad aircraft. From the DHC-1 Chipmunk to the DHC-8, every design has been successful. And one aircraft, the DHC-3 Otter, wins the palm as the oldest type in the US military inventory.

The Otter first flew in 1951. It is a rugged bush plane which can also operate off floats or skis. About ten passengers can be carried or more likely, two tons of freight. The P&W (Canada) PT-6 turboprop has replaced the 600 horse power P&W piston engine in some of the Otters.

The Otter was adopted by the US Navy as the UC-1 and as its designation implies, fulfilled utility and cargo duties. It also flew for the Air Force and Army.

The Navy operates a single NU-1B at the Naval Test Pilot's School, Patuxent River, Maryland. The aircraft, construction number 151 has an interesting history. It flew support missions in Antarctica for six months, has suffered two serious accidents, and accumulated over 8,000 hours on the airframe. The “N” prefix indicates that the aircraft has been modified for special duties.

The Navy uses the aircraft as a training aid useful in practicing low speed aircraft handling, tail-dragger take-off and landing techniques, and accustoming trainees to the practices necessary to become a successful test pilot.

THE deHAVILLAND OF CANADA LINE

The 1928 formation of deHavilland of Canada (DHC) by de Havilland (Great Britain) was to produce training aircraft for the RCAF. When the war ended, DHC produced the series of aircraft seen below. The company also produced, under license, the Moth series of trainers, the DH.98 Mosquito, and the Grumman S-2F Tracker. Bombardier Aerospace acquired DHC in 1982 but sold its rights to the first seven aircraft to Viking Air. Bombardier still produces advanced models of the Dash 8.



DHC-1 Chipmunk (RCAF)



DHC-5 Buffalo (Canadian CT-115)



DHC-2 Beaver (Harbour Air)



DHC-6 Twin Otter (USAF Academy Skydiving Team)



DHC-3 Otter (Civil Air Patrol)



DHC-7 (PanAm)



DHC-4 Caribou (Army Skydiving Team)



DHC-8 (US Customs & Border Protection)