

# THE ARMY AVIATION STORY

PART III  
FIXED WING AIRCRAFT  
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**T**HE QUALITY and capabilities of aircraft in the current Army inventory represent a distinct improvement over the hardware that was available the now-historic 6th of June 1942. Considerable progress has been made in both the aircraft and the tactics employed in their use.

If we are proud of the progress made, we may also consider recent engineering discoveries which might augur a new flight

of birds possessing both appearance and capabilities we cannot now conceive.

In this issue fixed-wing aircraft will be presented. In later issues the rotary-wing and new experimental models will be reviewed. Then we will try to peek under the curtain to hazard a few guesses on characteristics of future aircraft.

In the early 1940s Stinson's L-1 was first designated an "observation" and then a "liaison"

airplane by the Army Air Forces. It was cumbersome, required extensive maintenance, and was obviously impractical for artillery observation. At that time, Army Aviation was envisioned as being solely concerned with adjusting artillery fire. However, a need developed for the L-1 in the China-Burma-India theatre of operations during World War II. The L-1 had a powerful engine and was able to evacuate wounded over the

mountains in the CBI.

In 1941 the Army Ground Forces (AGF) evaluated L-2s, L-3s and L-4s for use as the Artillery's aerial observation plane. Taylorcraft's L-2s and Aeronca's L-3s were small, fabric-covered aircraft used primarily by the AGF for training. By October 1943, L-2s were being produced for the Army at the rate of 100 per month and L-3s at the rate of 50 per month. Contracts expired in early 1944 and were not renewed. Relatively few L-2s and L-3s ever saw overseas service.

Piper's L-4 was the principal combat airplane used by Army Aviation throughout World War II. It was a slightly modified, fabric-covered J-3 Piper Cub with the addition of more plexiglass for better observation.

The Army's first L-4 was accepted in early September 1941 and was given the Army Air Forces serial number AC-42-460. It had a six-volt transmitter and receiver as well as an antenna which could be reeled out and in. This airplane was shielded and bonded and had a wind-driven generator.

The L-5 Stinson had a more powerful engine than the L-4 and incorporated a litter-carrying capability in the B model. It was superior to the L-4 in many respects but, on the other hand, required more space for landing and taking off. Consequently, many AGF commanders opposed adopting it. However, by 1943 ground commanders were requiring the Artillery's light planes to perform many missions in addition to the adjustment of artillery fire. The L-4 was not able to satisfactorily accomplish such missions as medical evacuation, wire laying, and resupply. A need for the L-5 was thus realized, and it was first used in combat by the Army

Ground Forces after the breakout at Anzio in 1943. It supplemented rather than replaced the L-4.

Based on combat experience, the AGF decided in 1945 that the desirable characteristics of an air OP plane should include:

- a built-in mount for Field Artillery radios;
- a built-in intercom system;
- a payload, fuel range, and cruising speed equivalent to the L-5 without reducing its ability to operate from small landing strips;
- maximum all-around visibility, including a reversible seat for the observer to permit observation from front and rear;
- landing and takeoff capabilities comparable to the L-1;
- maximum armor protection for pilot and observer without sacrificing characteristics mentioned above.

The AGF set out to obtain such an aircraft. In 1945 a competition was held, and six differ-

ent models, including the L-5, were submitted by light aircraft manufacturers. Against the recommendation of the Director of Air Training at the Artillery School (who favored the L-5) Piper's L-14 was selected. This larger, four-place airplane failed to incorporate some features which would have made it desirable for Field Artillery aerial observation. Only five were obtained.

Following World War II, the AGF made another attempt to obtain a "super" airplane that would include all of the characteristics mentioned above. A design competition was held and Boeing won with its L-15, the first aircraft built according to strictly AGF specifications.

The L-15 failed to satisfy the AGF in field tests and the contract was terminated after only 10 were accepted. The AGF profited by its experience. It learned that no single airplane could incorporate all of the con-

*The Army's first L-14*



tradicting characteristics desired by AGF commanders.

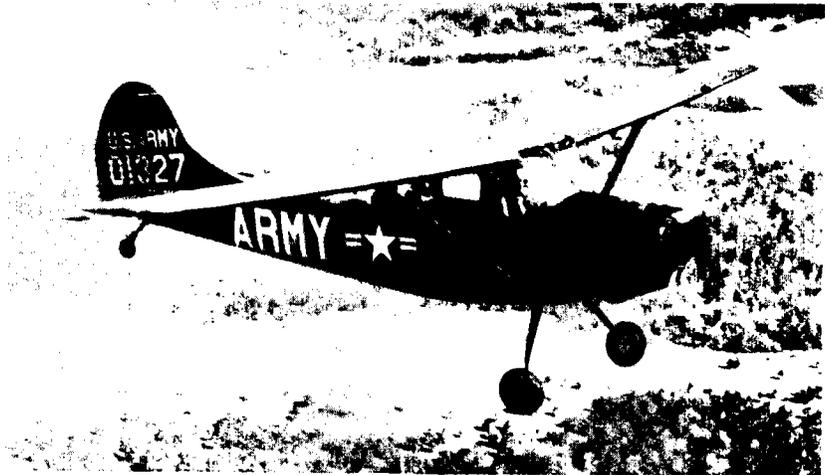
The L-15 failure left the AGF with L-4s and L-5s that were rapidly wearing out. A new airplane was badly needed. Consequently a finished-article competition was held and all of the light airplane manufacturers entered. The competition was won by Aeronca with its L-16, one of the best bargains (money-wise) the Army ever got in an airplane. The L-16 was used extensively in training and did a good job for the AGF.

Meanwhile, as the need for command transportation by air became more evident, the need for a larger airplane was realized. Subordinate commanders reporting to higher headquarters needed to take their staffs with them, and use of the two-place airplane was obviously impractical. A finished-article competition was held in 1947 and Ryan's L-17 was selected, even though it had not been designed for use in a combat zone.

This off-the-shelf purchase of the L-17 was intended as an interim solution until another airplane, better suited for military purposes, could be obtained. However, later the L-17 far exceeded expectations in Korea, where it was used extensively for courier work as well as transportation of VIPs. (The L-20 and L-23 replaced the L-17 before the Korean War ended.)

Cessna's L-19 Bird Dog was the first all-metal high wing observation and reconnaissance airplane in the Army Aviation inventory. It was the result of a finished-article competition in 1950. The original contract for 420 L-19s was let in June 1950.

The Army's first Bird Dog, number 01327, was obtained on 20 December 1950. The airplane was used for training in the



*The Army's first L-19*

United States and in Korea. In Korea, it was used to transport President-elect Dwight D. Eisenhower on his tour of inspection in 1951. In March of 1958 this aircraft was retired to the Army Aviation School Museum at Fort Rucker, Ala.

The L-19 first made its appearance at the front in Korea on 16 February 1951. It became the favored ship for reconnaissance and VIP transportation. It provided observers better visibility than its predecessors, and everyone found its heater made it more comfortable in which to fly. Everyone seemed to feel just a trifle safer in the all-metal plane.

Some pilots found the L-19 wanting in aerial photography missions. As one veteran pointed out, aerial photography in the L-19 "was all done on a make-shift basis. The mounts for the cameras were generally unsatisfactory due to poor stability or lack of proper sighting devices." Other pilots reported satisfactory results with the K-20 camera and later the K-24.

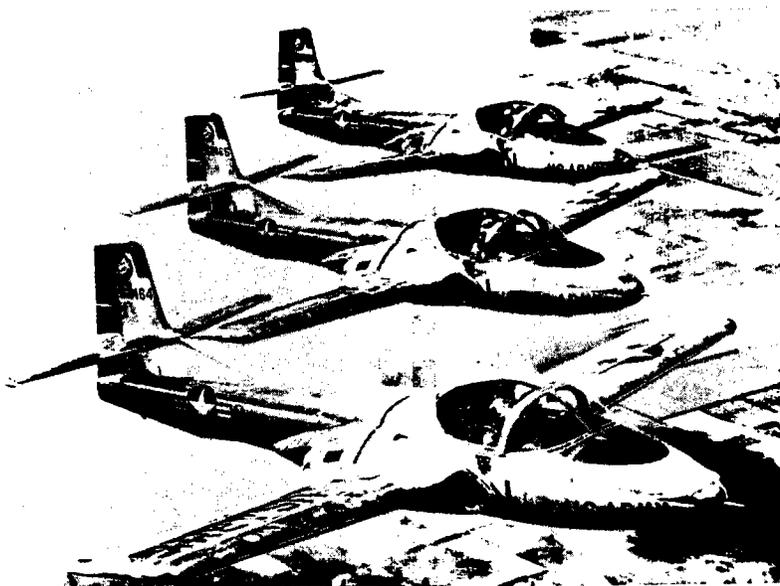
The L-20 Beaver was the result of a need for an L-17 replacement to be used to transport equipment, supplies, and

troops near the front. It was selected in 1951 as a result of a finished-product competition with eight other airplanes, all of American manufacture.

The first L-20 Beaver obtained by the Army from deHavilland was number 16263. It was delivered to the Office of the Chief of Army Field Forces (now USCONARC) by Lt Col (now Colonel, retired) Jack L. Marinelli and Maj (now Colonel) John W. Oswalt in March of 1951. After tests were completed, the aircraft was used for training. Later it was assigned to the Transportation Aircraft Test and Support Activity (TATSA) at Fort Rucker, Ala., where it underwent logistical tests. On 7 April 1961 it was transferred to the Army War College, Carlisle Barracks, Pa.

Beech's L-23 Seminole was the first twin-engine airplane in the Army Aviation inventory. It first arrived in Korea on 1 December 1952. Its primary mission was the transportation of commanders and staff officers.

Of the several models in the L-23 series, the latest one—the F model—was first flown on 28 August 1958. It entered the



*The Army's first T-37s*

family of Army aircraft in February 1959.

On 14 March 1955 the Army accepted its first six U-1A Otters of an order for 90 from de Havilland. They were first used as supply aircraft by the Corps of Engineers, which was conducting topographic surveys in Alaska and the Caribbean.

This all-metal airplane is designed for rugged wear and simplicity of maintenance. With a standard seating arrangement it accommodates 9 passengers, or with wall seats it carries 14.

The T-37 is a Cessna jet aircraft which was never procured for general use by the Army. However, three were borrowed from the Air Force and used in a special project (Project LONG ARM) to determine the feasibility of using higher performance aircraft in the Army Aviation program.

The Army's need for a medium tactical transport has been partially filled by de Havilland's AC-1 Caribou. The first three Caribou, numbers 73079, 73080, and 73081 were accepted on 8

October 1959 and delivered on the 17th. Number 73079 was sent to Edwards AFB, Calif., for engineering evaluation; 73080 was given user tests by the

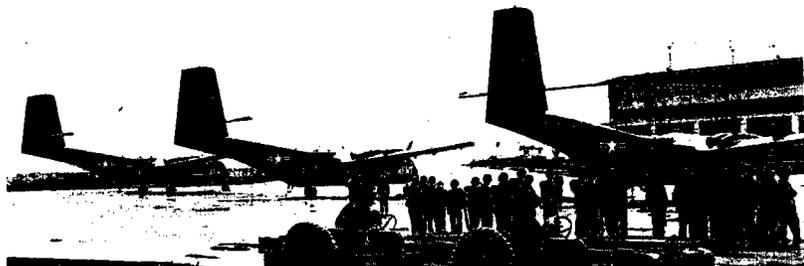
United States Army Aviation Board, Fort Rucker; and 73081 was tested by TATSA, Fort Rucker. All three of these aircraft participated in a troop test at Fort Benning, Ga., from 16 April to 15 June 1961.

Caribou 73079 and 73080 were then reassigned to a special project. Caribou number 73081 was reassigned to the Airborne, Electronics and Special Warfare Board, Fort Bragg, N. C.

The first two production models of the Caribou were flown from the Downsview, Canada, plant to Fort Rucker early in 1961. Pilots were Capts Thomas H. Hurst and Ephraim A. Berry.

Grumman's AO-1 Mohawk was the result of a design competition for a medium observation aircraft.

On 16 September 1960 two AO-1A Mohawks (numbers 92612 and 92616) were delivered



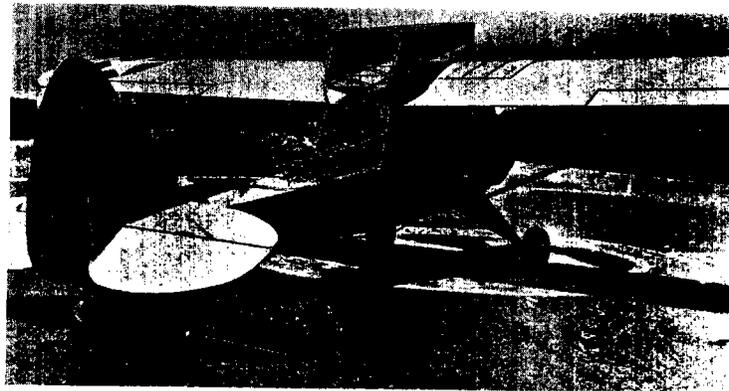
*Shown above are the first three Caribous to be delivered to the U. S. Army during a demonstration that preceded the acceptance ceremony on 8 October 1959 at the de Havilland plant.*

*Shown below are the first 5 Mohawks, 3 YAO models flanked by 2 AO-1AF models at Bethpage, N. Y., in July 1960. Production on the Mohawk, the Army's heaviest fixed-wing aircraft (9,028 pounds empty weight for AO-1AF), began in 1958. The aircraft made its first flight 14 April 1959.*



to the U. S. Army Aviation Board, Fort Rucker, for user tests. Mohawk 92612 was flown by Maj Albert Drane and Mr. Joe Givens; Mohawk 92616 was flown by Maj June Stebbins and Capt Al Smith. On completion of the testing, they were transferred to the U. S. Army Aviation School, Fort Rucker, where they are still used in training.

The AO-1B differs from the AO-1A in that it is equipped with side-looking airborne radar (SLAR). The first of these was delivered to the Army on 16 April 1961. The AO-1C is equipped with infrared mapping equipment instead of SLAR. The first C model was obtained in October 1961.



An L-4 converted to serve as an ambulance. In June 1943 at Fort Sill, Okla., Maj Victor E. Frazier installed a trapdoor and litter behind the pilot's seat. This was the only one so modified and the advent of the L-5B obviated the need. At Bougainville L-4s were similarly modified during World War II and later used extensively in the Philippines.

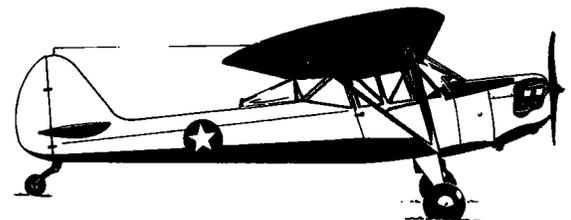
## Fixed Wing Aircraft



L-1 *Vigilant*—Vultee-Stinson, two-place (pilot and observer). Observation, reconnaissance, and medical evacuation. Models ranging through F were obtained by the Army Air Forces. This aircraft was formerly designated O-49. All models were powered by a 295 hp Lycoming engine (R-680-9).

Model	Total Obtained	FY First Obtained	Notes
L-1	142	1942	
L-1A	182	1942	
L-1B	3	1942	Ambulance aircraft.
L-1C	1	1943	L-1A converted for use as ambulance aircraft with one litter.
L-1D	21	1943	L-1A converted for familiarization in glider training.
L-1E	2	1943	L-1 converted for use as amphibious ambulance.
L-1F	1	1943	L-1A converted for use as amphibious ambulance.

L-2 *Grasshopper*—Taylorcraft, two-place (pilot and observer). Observation and reconnaissance. Models range through M (excluding I). The Army Ground Forces and Air Forces both used the L-2. This aircraft was formerly designated O-57. All models had a 65 hp engine except the L, which was 50 hp.



Model	Total Obtained	FY First Obtained	Notes
L-2	74	1942	Tandem seating; Continental engine (O-170-3).
L-2A	276	1942	Tandem seating; Continental engine (O-170-3).

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L-2B	490	1943	Tandem seating; Continental engine (0-170-3).
L-2C	1	1942	Tandem seating; commercially designated DC-65; Continental engine (A-65-8).
L-2D	1	1942	Tandem seating; commercially designated DL-65; Lycoming engine (0-145-B2).
L-2E	1	1942	Tandem seating; commercially designated DF-65; Franklin engine (4AC-150).
L-2F	1	1942	Side-by-side seating; commercially designated BL-65, former UC-95; Lycoming engine (0-145-B1).
L-2G	1	1942	Tandem seating; commercially designated BFT-65; Franklin engine (4AC-150).
L-2H	1	1942	Side-by-side seating; commercially designated BC-12-65; Continental engine (A-65-7).
L-2J	1	1942	Side-by-side seating; commercially designated BL-12-65; Lycoming engine (0-145-B1).
L-2K	1	1942	Side-by-side seating; commercially designated BF-12-65; Franklin engine (4AC-150).
L-2L	1	1942	Side-by-side seating; commercially designated BF-50; Franklin engine (4AC-150).
L-2M	900	1943	Tandem seating; Continental engine (0-170-3). Modified L-2, with the addition of spin strips.



L-3 *Grasshopper*—Aeronca, two-place (pilot and observer). Observation and reconnaissance. Military version of commercial Aeronca "Challenger." Models range through J (excluding I). The Army Ground Forces and Army Air Forces both used the L-3. This aircraft was formerly designated 0-58. All engines were 65 hp.

Model	Total Obtained	FY First Obtained	Notes
L-3	54	1942	Tandem seating; Continental engine (0-170-3).
L-3A	20	1942	Tandem seating; Continental engine (0-170-3); fuselage 4 inches wider than L-3.
L-3B	875	1942	Tandem seating; Continental engine (0-170-3).
L-3C	490	1943	Same as L-3B except that radio equipment was omitted; Continental engine (0-170-3).
L-3D	10	1942	Tandem seating; commercially designated 65-TF; Franklin engine (4AC-176).
L-3E	10	1942	Tandem seating; commercially designated 65-TC; Continental engine (A-65-8).
L-3F	1	1942	Side-by-side seating; commercially designated 65-CA; Continental engine (A-65-8).
L-3G	2	1942	Side-by-side seating; commercially designated 65-LB; Lycoming engine (0-145-B1).
L-3H	1	1942	Tandem seating; commercially designated 65-TL; Lycoming engine (0-145-B1).
L-3J	2	1942	Tandem seating; commercially designated 65-TC; Continental engine (A-65-7).

## Attention U.S.C. Grads

The Director of Army Aviation is establishing an IBM card file for graduates of the Army Aviation Safety Course at the University of Southern California.

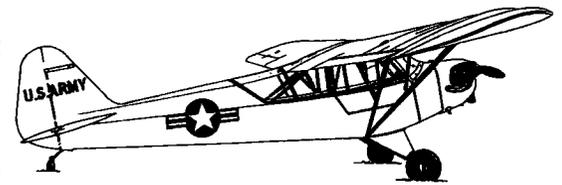
The file will be maintained by the U. S. Army Board for Aviation Accident Research, Fort Rucker. Help keep it up to date and accurate by forwarding

each change of address and duty assignment to:

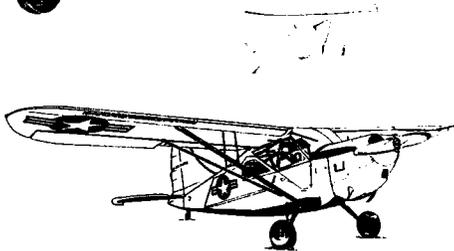
Director  
USABAAR  
Attn: Data Processing Section  
Fort Rucker, Alabama

L-4 *Grasshopper*—Piper, two-place (pilot and observer, except for F and G model). Observation and reconnaissance.

Models range through J (excluding I). All have tandem seating except those indicated below. The Army obtained 5,671 of the L-4 series. Records at Piper Aircraft Corporation indicate that between 1942 and 1945 there were 5,424 L-4s produced for the Army. However, Piper did not consider some models of its J series as L-4s while the Army did. The L-4 was formerly designated O-59. The civilian nickname was "Cub."



Model	Total Obtained	FY First Obtained	Notes
L-4	144	1942	Commercially designated J3; 65 hp Continental engine (O-170-3).
L-4A	948	1942	Commercially designated J3C-65; 65 hp Continental engine (O-170-3).
L-4B	981	1943	Same as L-4A except radio omitted.
L-4C	10	1942	Commercially designated J3L-65; 65 hp Lycoming engine (O-145-B1).
L-4D	5	1942	Commercially designated J3F-65; 65 hp Franklin engine (4AC-176).
L-4E	16	1942	Two-place, side-by-side; commercially designated J4E; used for pre-glider training; 75 hp Continental engine (A-75-9).
L-4F	45	1942	Three-place, one in front and two in back. Commercially designated J5A; used for pre-glider training; 75 hp Continental engine (A-75-9).
L-4G	41	1942	Same seating as L-4F; commercially designated J5B; used for pre-glider training; 100 hp Lycoming engine (GO-145-C2).
L-4H	1,801	1943	Improved L-4B with a fixed-pitch propeller. 65 hp Lycoming engine (O-170-3).
L-4J	1,680	1945	Same as L-4H except for controllable-pitch propeller.

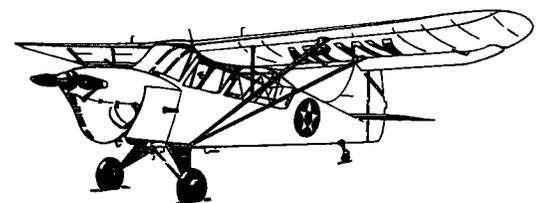


L-5 *Sentinel*—Vultee-Stinson, two-place (pilot and observer). Observation, reconnaissance and medical evacuation.

Models range through G (excluding D, which was designed but cancelled prior to production). All have tandem seating. This aircraft was formerly designated O-62. The Army Ground Forces began using L-5s in 1943. All were powered with the 185 hp Lycoming engine except the G model which was 190 hp. Models A through E had engine O-435-1; model F had O-435-2, and model G had O-435-11.

Model	Total Obtained	FY First Obtained	Notes
L-5	1,731	1942	Used by AAF and U. S. Navy.
L-5A	688	1942	Remodeled L-5 with 24-volt electrical system.
L-5B	679	1943	Modified to incorporate litter or cargo carrying capability.
L-5C	200	1944	Modified for K-20 camera and litter.
L-5E	558	1944	Same as L-5C except for drooping ailerons.
XL-5F	1	1944	Altered L-5B with a reworked engine.
L-5G	115	1945	Improved L-5E.

L-6—Interstate, two-place (pilot and observer). Observation and reconnaissance. Procured for use by the Army Air Forces, this tandem-seated aircraft was formerly designated O-63.



Model	Total Obtained	FY First Obtained	Notes
XL-6	1	1942	Commercially designated S-1B Cadet; 100 hp Franklin engine (XO-200-5).
L-6	250	1943	Commercially designated S-1B' Cadet; 102 hp Franklin engine (0-200-5).

L-7A—Universal. These were two-place aircraft. Nineteen were obtained in FY 1943 and sent to France. Each used a 90 hp Franklin engine (0-200-1).

Drawings of these six aircraft unavailable.

L-8A—Interstate. These were two-place aircraft commercially designated S-1A Cadet. Eight were obtained for Bolivia. Each used a 65 hp Continental engine (0-170-3).

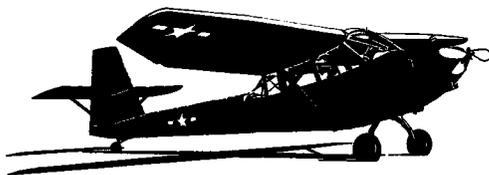
L-9—Stinson. These were three-place aircraft. Eight L-9As and 12 L-9Bs were purchased for the British Navy in FY 1942. The L-9A was commercially designated the AT-19-A Voyager, and the B model was designated 10-A. Both models used a 90 hp Franklin engine. The A model's engine was 0-200-1 and the B's 4AC-199-E3.

L-10—Ryan. This was a three-place aircraft commercially designated SCW (1937). One was leased by the military for a special project in FY 1942. It had a 145 hp Warner engine (50-499).

L-11—Bellanca. This was a six-place aircraft commercially designated 31-50. One was leased by the military in FY 1942. It had a 600 hp Pratt and Whitney engine (R-1340-41).

L-12—Stinson. These were four-place aircraft.

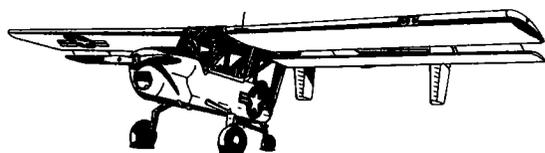
Two L-12s and two L-12As were obtained in FY 1944 by the Army Air Forces for use as trainers. The L-12 was commercially designated SR-5A and the A model, SM-7B. The L-12 used a 300 hp Lycoming engine (R-680-9) and the A model a 300 hp Pratt and Whitney engine (R-985-A).



L-13—Consolidated-Vultee, three-place (pilot and two litters or two passengers).

The Army Ground Forces tested two of these aircraft in 1945 but did not accept them then. Later they were obtained by the AGF; the most ever carried on the Army Aviation inventory were 43 in June 1951. Each was equipped with a 245 hp Franklin engine (XO-425-5).

L-14—Piper, four-place (pilot, observer and two passengers). Utility. The Army Ground Forces obtained five of these aircraft in FY 1945-6. Each had a 130 hp Lycoming engine (0-290-3).



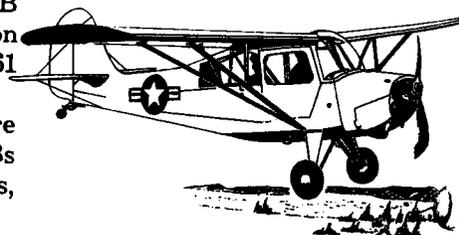
L-15 Scout—Boeing, two-place (pilot and observer). Observation and reconnaissance.

The Army obtained 10 of these tandem-seated aircraft in 1949 for service tests only. Eventually they were transferred to the Alaskan Forestry Service. Each had a 125 hp Lycoming engine (0-290-7).

L-16—Aeronca, two-place (pilot and observer). Observation and reconnaissance.

The L-16A was first obtained by the Army in FY 1947 and the B in FY 1948. The most L-16As ever carried on the Army Aviation inventory were 742 on 30 June 1949. The most B models were 61 on 30 June 1948.

A few L-16As were sent to the Pacific in 1950, but most were transferred to the Civil Air Patrol between 1952-4. The L-16Bs were used for pilot training. Both models had Continental engines, the A (0-190-1) being 85 hp and the B (0-205-1) 90 hp.



L-17 *Navion*—North American built the L-17A, and Ryan the B. Ryan modified the A and it was redesigned the L-17C. Four-place (pilot and three passengers). Utility.

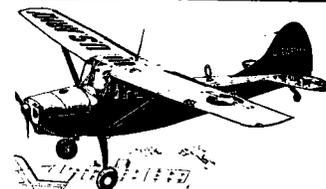
The L-17As were first obtained by the Army in FY 1947, and the Bs and Cs in FY 1949. The most L-17As ever carried on the Army Aviation inventory were 42 on 30 June 1951. The most B models were 196 on 31 December 1949, and the most C models were 35 on 30 June 1949. These airplanes were used Army-wide until 1957 when they were transferred to flying clubs. All models had Continental engines (0-470-7), but the A model engine was 185 hp, while the B and C engines were 205 hp.



No drawing available.

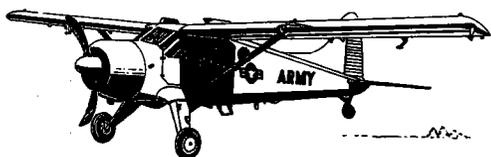
L-18—Piper, two-place (pilot and observer). Observation and reconnaissance. The first of these aircraft were obtained by the Army in FY 1949. All together the Army obtained 105 B models and 938 C models, most of which were purchased for Turkey. Those not shipped were turned over to Army flying clubs. Both the L-18B and L-18C had 90 hp Continental engines (0-205-1).

L-19 *Bird Dog*—Cessna, two-place (pilot and observer). Observation and reconnaissance. The first of these tandem-seated aircraft were obtained by the Army in late 1950 and early 1951.



Model	Most Ever Carried On AA Inventory	FY First Obtained	Notes
L-19A	1,930 in December 53	1950	Uses 213 hp Continental engine (0-470-11).
TL-19D	306 in December 58	1956	Uses 213 hp Continental engine (0-470-15).
L-19E	326 in December 57	1956	Uses same engine as A model.

As of 31 January 1962 the Army Aviation inventory carried 1,162 L-19As, 299 TL-19Ds, and 266 L-19Es.

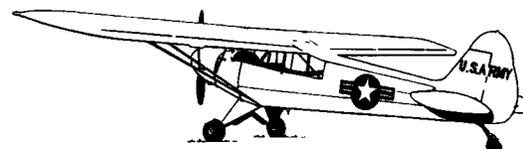


L-20 *Beaver*—de Havilland, six-place (pilot, copilot, and four passengers). Utility. The first of these aircraft were obtained by the Army in the summer of 1951. As of 31 January 1962 the Army Aviation inventory included 641 L-20As. Commercially designated DHC-2, this aircraft has a 450 hp Pratt and Whitney engine (985-AN-14B).

L-21 *Super Cub*—Piper, two-place (pilot and observer). Observation and reconnaissance.

The first of these aircraft were obtained by the Army in FY 1952. The most L-21s ever carried on the Army Aviation inventory were 150 A models on 31 December 1951 and 69 B models on 31 December 1953.

The L-21A was used primarily for training and the B was used extensively in the Far East. The L-21A was dropped from the inventory by 31 December 1952 and the B was dropped by 31 December 1954. Both models had 135 hp Lycoming engines (0-290-11).



No drawing available.

L-22 *Super Navion*—Ryan. These were four-place aircraft. Three were obtained by the Army and subsequently designated XL-17D. Each used a 260 hp Lycoming engine (GO-435).



L-23 *Seminole*—Beech, six-place (pilot and five passengers). Utility. The first of these aircraft were obtained by the Army in January 1952.

<i>Model</i>	<i>Most Ever Carried On AA Inventory</i>	<i>FY First Obtained</i>	<i>Notes</i>
YL-23	1 in December 57	1957	Did not appear on AA inventory after December 1957.
L-23A	57 in December 56	1952	Uses two, 260 hp Lycoming engines (O-435-17). None appeared on inventory after December 1959.
L-23B	40 in June 56	1956	Uses same engines as A model; uses metal props instead of wood props. None appear on inventory after December 1959.
L-23C	1 in June 62	1962	Obtained from Air Force for use in special project; uses same engines as A model.
L-23D	168 in June 60	1957	Uses two 320 hp Lycoming engines (O-480-1)
RL-23D	31 in January 62	1959	Radar installed; uses same engines as L-23D.
L-23E	6 in June 56	1956	Uses two 340 hp Lycoming engines (GO-480-C2C6 or GO-480-C2D6).
L-23F	24 in January 62	1959	Uses two 340 hp Lycoming engines (IGSO-480-A1A6 or O-480-3).

As of 31 January 1962 the Army Aviation inventory carried 149 L-23Ds, 4 L-23Es, 24 L-23Fs, and 31 RL-23Ds.

L-24 *Courier*—Helio. This was a four-place observation and reconnaissance aircraft. One was obtained by the Army in 1952. It was commercially designated H-391. It had a 260 hp Lycoming engine (O-435-17).

L-25 See XV-1, *The Army Aviation Story, Part IV*, next month.



L-26 *Aero Commander*—Aero Design and Engineering Co. Five-place (pilot, copilot and three passengers). Utility.

Models used by the Army range through D, excluding A.

<i>Model</i>	<i>Most Ever Carried On AA Inventory</i>	<i>FY First Obtained</i>	<i>Notes</i>
YL-26	7 in June 54	1953	Commercially designated 520; used two 260 hp Lycoming engines (GO-435-C2B1). None on Army Aviation inventory after June 1957.
L-26B	1 in January 62	1957	Commercially designated 560A; uses two 270 hp Lycoming engines (GO-480-1).

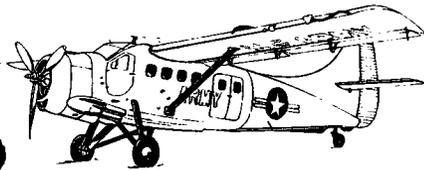
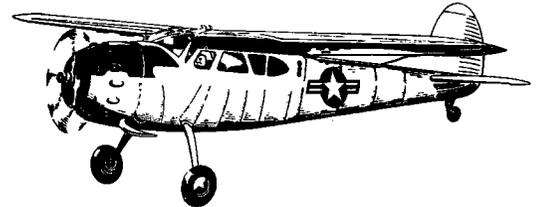
L-26C	4 in January 62	1956	Commercially designated 680; uses two 320 hp Lycoming engines (GSO-480-B1A6).
L-26D	3 in June 58	1958	Modified L-26C; used same engine; none on Army Aviation inventory after December 1959.
RL-26	5 in June 60	1959	L-26D converted to carry SLAR. Uses same engine as L-26D.

As of 31 January 1962 the Army Aviation inventory carried one L-26B, four L-26Cs, and four RL-26s.

**LC-126—Cessna.** Four-place (pilot and three passengers). Utility.

The first of these aircraft were C models procured by the Army late in 1950. The most LC-126As ever carried on the Army Aviation inventory were eight between 31 December 1953 and 31 March 1957, when they were converted to C models. The most LC-126Bs were five between 31 March 1952 and through 30 June 1958. The most LC-126Cs were 64 on 31 December 1961.

The LC-126 series was used primarily as instrument trainers. Each aircraft has a 300 hp Jacobs engine (R-755-2).

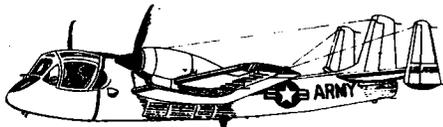


**U-1A Otter—de Havilland,** 11-place (pilot, copilot and 9 passengers, or 2,000 pounds cargo). Light Tactical Transport (LTT).

The first of these aircraft were obtained by the Army in March 1955. As of 31 January 1962 the Army Aviation inventory included 170 U-1As. They are commercially designated DHC-3. Each aircraft has a Pratt and Whitney 600 hp engine (R-1340-59).

**AC-1 Caribou—de Havilland** (pilot, copilot, and 32 passengers, or 24 combat-equipped troops, or 14 litters and 8 troops). Medium Tactical Transport (MTT).

The first of these aircraft were obtained by the Army in October 1959. As of 31 January 1962 the Army Aviation inventory included 25 of these STOL airplanes. These are commercially designated DHC-4. Each aircraft has two 1450 hp Pratt and Whitney engines (R-2000-13).



**AO-1 Mohawk—Grumman** two-place (pilot and copilot or observer seated side by side). Medium Observation Aircraft (MOA).

The first of these aircraft were obtained by the Army on 16 September 1960. As of 31 January 1962 the Army Aviation inventory included 40 AO-1As, 17 AO-1Bs, and 27 AO-1Cs. All models have two 960 hp Lycoming T-53-L3 turboprop engines of the free turbine type. Current plans call for installation of a 1100 hp T-53-L7 engine in the B model shortly after the first of the year.

**L-28—**This aircraft is commercially designated the Helio "Courier" H-395. It is not in the Army inventory, but is used by the Air Force. The Army had obtained an earlier test model of the Helio Courier which was designated YL-24.

**T-37A—Cessna,** two-place, side-by-side trainer.

The Air Force loaned three T-37A jets to the Army in 1959 for use in Project LONG ARM (see story). The T-37A uses a 920 hp Jacobs engine (J69-T-9).

*The Army Aviation Story, Part IV, Rotary Wing Aircraft, continues next month.*