



Piaggio PD-808 (Italian Air Force)

## MILITARY AIRCRAFT SURVEY ...

max gross, 35,275lb; max speed, Mach 2 at 40,000ft, Mach 1+ at s.l.

**AERO L-39** (One Czech-developed turbofan). No details have yet been issued of this transonic trainer successor to the L-29, which is being developed in Czechoslovakia specifically to Soviet requirements.

**Grumman TC-4C** (Two 2,190 e.s.h.p. Rolls-Royce Dart turboprops). This distinctive-nosed version of the US Navy's Gulfstream I is used for the avionics training of A-6A Intruder crews. Sixteen were added in 1966 and these serve with Intruder squadrons, allowing an economy in training time. Span, 78ft 6in; length, 63ft 9in; max weight, 35,100lb.

**Hawker Siddeley Dominie T.1** (Two 3,000lb BS Viper 520 turbojets). Twenty navigational trainer versions of the HS 125 business jet are currently operating with the RAF as the Dominie. Span, 47ft; length, 47ft 5in; max gross, 21,200lb; max speed, Mach 0.76.

## UTILITY

**North American T-39A Sabreliner** (Two 3,000lb Pratt & Whitney J60-P-3A turbojets). The USAF has 143 T-39As for training and utility; and six T-39As for F-105 NASARR training. The USN has 42 T-39Ds. Span 44ft 4in; length, 43ft 9in; max gross, 17,700lb; max speed, 575 m.p.h.

**Dassault Falcon** (Two 4,200lb General Electric CF700-2B turboprops). Military orders for the Falcon to date comprise two from France, seven from Canada, one from Belgium and three from Australia. Span 52ft 6in; length, 56ft 3in; max gross, 26,675lb; max speed, Mach 0.82.

**Handley Page Jetstream 317** (Two 895 e.s.h.p. Garrett TPE331-301W turboprop engines). The Jetstream 3M is the first military version to be ordered. In this case, the USAF are to receive 11 aircraft to satisfy the CX mission required for aeromedical, crew training or light cargo/passenger carrier.

**Nord 262** (Two 1,065 e.s.h.p. Turbomeca Bastan VIC turboprops). Some 30 Nord 262s are expected for Aéronavale for training and transport, and delivery has already started. Span, 71ft 10in; length, 63ft 3in; max gross, 23,040lb; max cruise, 233 m.p.h.

**Hawker Siddeley 748** (Two 3,245 e.s.h.p. Rolls-Royce RDa.12 turboprops). See under Andover C.1 in Transport section.

**Antonov An-14 Pchelka (Cold)** (Two 300 h.p. Ivchenko AI-14RF piston engines). The

military version of this light, utility aircraft was first seen at Domodedovo last year, and appears to be externally similar to the commercial aircraft, production of which began in 1965. Span, 72ft 2in; length, 37ft 1in; max weight, 7,935lb; range (max payload, 1,590lb), 292 miles.

**HFB Hansa** (Two 2,850lb General Electric CJ610-1 turbojets). Fifteen Hansa light jet transports have been ordered for the Luftwaffe. Span, 47ft 6in; length, 54ft 6in; max gross, 19,400lb; max speed, Mach 0.76.

**Piaggio-Douglas PD-808** (Two 3,330lb BS Viper 526 turbojets). Twenty-five PD-808 light jet transports are being delivered to the Italian Air Force. Span, 43ft 4in; length, 42ft 2in; max gross, 18,150lb; max speed, 541 m.p.h.

**Cessna O-2A/B** (Two 210 h.p. Continental IO-360 engines). USAF is taking delivery of 145 O-2A Super Skymasters for forward air controller duties in Vietnam, and 31 O-2Bs for psychological warfare. Span, 38ft; length, 29ft 9in; max gross, 5,400lb; max speed, 200 m.p.h.

**Beagle Basset CC.1** (Two 310 h.p. Rolls-Royce/Continental GIO-470-A engines). Twenty Basset communications aircraft have been delivered to RAF Air Support Command. Span, 45ft 9in; length, 33ft 8in; max gross, 7,500lb; max speed, 220 m.p.h.

**Mitsubishi Mu-2** (Two 575 s.h.p. AiResearch TPE-331-25A turboprops). The Mu-2 has been developed as a tactical reconnaissance and liaison aircraft for the Japanese Ground Self-Defence Force and 20 are to be delivered. Equipment includes sideways-radar and IR cameras and two machine guns. Span, 39ft 2in; length, 33ft 3in; max weight, 8,930lb; range, 1,200 n.m.

**Hawker Siddeley Devon C.1** (Two 340 h.p. BS Gipsy Queen 70 engines). The RAF still has about 30 Devons, similar to the civil Dove, while the RN has 13 or so. Many serve with foreign air forces. Span, 57ft; length, 39ft 3in; max gross, 8,500lb; max cruise, 179 m.p.h.

**Beech U-21A King Air** (Two 550 s.h.p. UAC Pratt & Whitney PT6A-20 turboprops). Following an initial US Army contract for 48 unpressurised versions of the King Air, a further 81 have now been ordered. Span, 45ft 10in; length, 35ft 6in; max gross, 9,300lb; max cruise, 261 m.p.h.

**DH Canada DHC-2 Beaver** (One 450 h.p. Pratt & Whitney R-985 radial engine). About 1,400 Beavers were delivered to the air forces of 18 countries; most remain in service. Span, 48ft; length, 30ft 3in; max gross, 5,100lb; max cruise, 143 m.p.h.

**Beech T-42A Baron** (Two 260 h.p. Continental IO-470-L engines). About 55 Barons went to the US Army for instrument training. Span, 37ft 10in; length, 27ft 2in; max gross, 5,000lb; max cruise, 225 m.p.h.

**Pilatus PC-6 Turbo-Porter** (One 579 e.h.p. UAC PT6A-20 turboprop). First main military order for the STOL Porter is from the Austra-

lian Army, with an initial batch of 14. Span, 49ft 8in; length, 36ft; max gross, 4,850lb; max cruise, 158 m.p.h.

**Helio U-10A Courier** (One 295 h.p. Lycoming GO-480-G1D6 engine). These STOL utility types are used in large numbers by the USAF in the Far East, and by Thailand. Span, 39ft; length, 31ft; max gross, 4,420lb; max cruise, 165 m.p.h.

**Potez DINFIA MS.760 Paris II** (Two 1,058lb Turbomeca Marboré VI turbojets). Main military operators of this four-seat liaison/trainer are Argentine, Brazil and France. Span, 33ft 3in; length, 32ft 10in; max gross, 7,650lb; max speed, 405 m.p.h.

**Max Holste MH.1521 Broussard** (One 450 h.p. Pratt & Whitney R-985 radial engine). Used earlier in the Algerian campaign, the Broussard has now been supplied by France to many African countries. Span, 45ft 1in; length, 28ft 2in; max gross, 5,953lb; max speed, 161 m.p.h.

**Antonov An-2 "Colt"** (One 1,000 h.p. ASh-621R radial engine). This general purpose STOL transport has been supplied to most Communist bloc countries. Span, 59ft 7in; length, 42ft; max gross, 11,574lb; max cruise, 120 m.p.h.

**DINFIA IA 50 Guarani II** (Two 930 s.h.p. Turbomeca Bastan VI-A turboprops). In all, 24 of these 10-15 passenger light transports are being built for the Argentine Air Force. Span, 64ft 1in; length, 48ft 9in; max gross, 15,700lb; max speed, 310 m.p.h.

**Fuji KM-2** (One 340 h.p. Lycoming IGSO-480 engine). Twenty-four of these four-seat developments of the Beech T-34 are used by the Japanese MSDF. Span, 32ft 9in; length, 26ft; max gross, 3,860lb; max speed, 211 m.p.h.

**Dornier Do 27A-4** (One 270 h.p. Lycoming GO-480-B1A6 engine). Main military operators of more than 540 Do 27s are Germany, Belgium, Spain, Switzerland, Portugal and Nigeria. Span, 39ft 5in; length, 31ft 6in; max gross, 4,080lb; max speed, 144 m.p.h.

**Cessna O-1 Bird Dog** (One 213 h.p. Continental O-470-11 engine). Many of the 3,431 O-1s built up to 1963 are in widespread service. Some 215 have been modernised for Vietnam operations. Span, 36ft; length, 25ft 10in; max gross, 2,430lb; max speed, 115 m.p.h.

**DINFIA IA 35 Huanquero** (Two 840 h.p. I.A.R. 19C radial engines). One hundred of these general-purpose twins have been built for the Argentine Air Force. Span, 64ft 3in; length, 45ft 10in; max gross, 12,540lb; max speed, 225 m.p.h.

**Aerfer-Aermacchi AM.3** (One 340 h.p. Continental GTSIO-520-C engine). Two prototypes of this three-seat STOL liaison type have been built for an Italian Army requirement for 100. Span, 38ft 6in; length, 28ft 8in; max gross, 3,310lb; max speed, 168 m.p.h.

**TS-8 B-II Bies** (One 340 h.p. Narkiewicz WN-3 radial engine). This tandem-seat Polish trainer is now being replaced by the TS-11 Iskra. Span, 34ft 5in; length, 27ft 10in; max gross, 3,417lb; max speed, 192 m.p.h.

**Yakovlev Yak-11 "Moose"** (One 730 h.p. ASh-21 radial engine). This Soviet "Harvard" is still widely used by the Communist bloc. Span, 30ft 10in; length, 10ft 9in; max gross, 5,512lb; max speed, 263 m.p.h.

**Yakovlev Yak-12M "Creek C"** (One 240 h.p. Ivchenko AI-14R radial engine). Apart from Communist bloc service, the four-seat utility Yak-12 has been built under licence in Poland and China. Span, 41ft 4in; length, 29ft 6in; max gross, 3,494lb; max speed, 114 m.p.h.

**Yakovlev Yak-18A "Max"** (One 260 h.p. Ivchenko AI-14R radial engine). The many early Yak-18s of the type illustrated have since been supplemented by the tricycle-gear and up-rated Yak-18A. Span, 34ft 9in; length, 28ft; max gross, 2,901lb; max speed, 161 m.p.h.