



PROP WASH

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Upcoming Events

Idaho Aviation Expo



Free Fly-In & Pancake Breakfast

Saturday, June 18th, 2022 (Father's Day Weekend) from 8-10 a.m. at Legacy Flight Museum

Surplus

- Want base station to monitor CTAF/UNICOM frequencies in hangar
- Want maintenance stand(s) or materials for same
- Have F-100 nose gear (4)
- Have Bell 47 parts (doors, instruments)

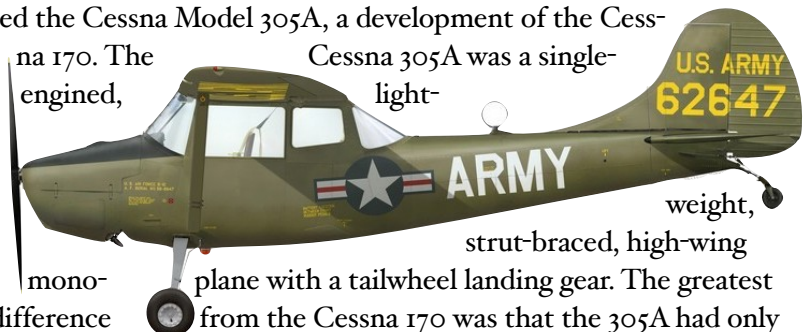


Cessna L-19 Bird Dog

The Cessna L-19/O-1 Bird Dog is a liaison and observation aircraft. It was the first all-metal fixed-wing aircraft ordered for and by the United States Army following the Army Air Forces' separation from it in 1947. The Bird Dog had a lengthy career in the U.S. military, as well as in other countries.

The U.S. Army was searching for an aircraft that could adjust artillery fire, as well as perform liaison duties, and preferably be constructed of all metal, as the fabric-covered liaison aircraft used during World War II (primarily Stinson and Piper products) had short service lives. After the specification for a two-seat liaison and observation monoplane was issued the Cessna Aircraft Company submitted the Cessna Model 305A, a development of the Cess-

na 170. The Cessna 305A was a single-engined, light-weight, mono-strut-braced, high-wing plane with a tailwheel landing gear. The greatest difference from the Cessna 170 was that the 305A had only two seats, in tandem configuration (the largest tandem-seat aircraft Cessna ever produced), with angled side windows to improve ground observation. Other differences included a redesigned rear fuselage, providing a view directly to the rear (a feature later dubbed



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Memorial Day to Labor Day

Open 6 days a week - Monday
thru Saturday

9:00 AM to 5:00 PM

Labor Day to Memorial Day

Saturday only

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Contact: Joe Stephan
864.569.3986

To Schedule Events

Contact: Grant McClellan
208.690.0896

Location: 400 Airport Rd, Rexburg,
Idaho 83440

Phone: 208.359.5905

Famous Bird Dog Pilot



American television personality and actor Ed McMahon was a Marine Corps aviator who piloted an O-1E during the Korean War, flying 85 combat missions and earning six Air Medals during 1953.

"Omni-View", carried over to Cessna single-engined aircraft after 1964), and transparent panels in the wings' center-section over the cockpit (similar to those found on the Cessna 140 and the later Cessna 150 Aerobat model), which allowed the pilot to look directly overhead.



The U.S. Army awarded a contract to Cessna for 418 of the aircraft, which was designated the L-19A Bird Dog. The prototype Cessna 305 first flew on 14 December 1949. Deliveries began in December 1950, and the aircraft were soon in use fighting their first war in Korea from 1950

through 1953. An instrument trainer variant was developed in 1953, later versions had constant speed propellers, and the final version, the L-19E, had a larger gross weight. Cessna produced 3,431 aircraft.



This TO-1D instrument trainer wears the International Orange high visibility scheme used by the Army when operating over the Arctic ice cap in Alaska.

The L-19 received the name Bird Dog as a result of a contest held with Cessna employees to name the aircraft. The winning entry, submitted by Jack A. Swayze, an industrial photographer, was selected by a U.S. Army board. The name was chosen because the role of the army's new aircraft was to find the enemy and orbit overhead until artillery (or attack aircraft) could be brought to bear on the enemy. While flying low and close to the battlefield, the pilot would observe the exploding shells and adjust the fire via his radios, in the manner of a bird dog (gun dog) used by game hunters.

The United States Department of Defense (DOD) ordered 3,200 L-19s that were built between 1950 and 1959, entering both the U.S. Army and U.S. Marine Corps inventories, initially designated as the OE-1 in the Marine Corps. The aircraft were used in various utility roles such as artillery spotting, front line communications, medevac and training.

In 1962, the Army L-19 and Marine Corps OE-1 were redesignated as the O-1 Bird Dog and entered the Vietnam War. During the early



1960s, the Bird Dog was flown by the Republic of Vietnam Air Force (RVNAF), U.S. Army, and U.S. Marines in South Vietnam and later by clandestine forward air controllers (e.g., Ravens) in Laos and Cambodia. Because of its short takeoff and landing (STOL) and low altitude/low air-speed capabilities, the



found its way into U.S. Air Force service as a Forward Air Controller (FAC) aircraft for vectoring faster fighter and attack aircraft and supporting combat search-and-rescue operations recovering downed aircrews.

During the Vietnam War—where they were often referred to as “Dawgs”—the Bird Dog was used primarily for reconnaissance, target acquisition, artillery adjustment, radio relay, convoy escort and the forward air control of tactical aircraft, to include bombers operating in a tactical role.

Supplementing the O-1, then gradually replacing it, the USAF switched to the Cessna O-2 Skymaster



(push-pull) and North American OV-10 Bronco, while the U.S. Marine Corps took delivery of the OV-10 to replace their aging O-1s. Both were faster twin-engined aircraft, with the OV-10 being a tur-



boprop aircraft, but the U.S. Army retained the Bird Dog throughout the war with up to 11 Reconnaissance Airplane Companies (RACs) deployed to cover all of South Vietnam, the Vietnamese Demilitarized Zone (DMZ) and the southern edge of North Vietnam. Its quieter noise footprint, lower speed, tighter maneuverability, short runway ability and better visibility (even to the rear) kept it highly valued by the ground units it supported and highly feared by enemy units it flew over. The last U.S. Army O-1 Bird Dog was officially retired in 1974.

The Bird Dog is powered by a Continental O-470 flat-six 213 HP engine and a maximum speed of 130 knots (150 mph). 3,430 O-1 Bird Dogs were built and about 120 remain airworthy today. During the Vietnam War, 469 O-1 Bird Dogs were lost to all causes.✈



Memorial Day 2022

This Memorial Day 2022, the Legacy Flight Museum would like to honor the life and sacrifice of Hilliard A. Wilbanks who posthumously received the Medal of Honor for sacrificing his life.

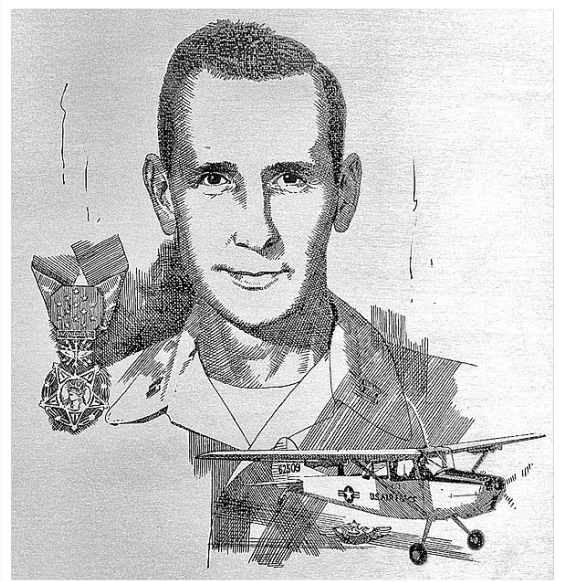
Born	July 26, 1933 Cornelia, Georgia
Died	February 24, 1967 (aged 33) Di Linh District, Lam Dong Province, Republic of Vietnam
Place of Burial	Fayette Methodist Cemetery, Fayette, Mississippi
Service/branch	United States Air Force
Years of Service	1950-1967
Rank	Captain (O-3)
Unit	21st Tactical Air Support Squadron
Awards	Medal of Honor Distinguished Flying Cross Purple Heart



For conspicuous gallantry and intrepidity in action at the risk of his life above and beyond the call of duty. As a forward air controller Capt.

Wilbanks was pilot of an unarmed, light aircraft flying visual reconnaissance ahead of a South Vietnam Army Ranger Battalion. His intensive

search revealed a well-concealed and numerically superior hostile force poised to ambush the advancing rangers. The Viet Cong, realizing that Capt. Wilbanks' discovery had compromised their position and ability to launch a surprise attack, immediately fired on the small aircraft with all available firepower. The enemy then began advancing against the exposed forward elements of the ranger force which were pinned down by devastating fire. Capt. Wilbanks recognized that close support aircraft could not arrive in time to enable the rangers to withstand the advancing enemy onslaught. With full knowledge of the limitations of his unarmed, unarmored, light reconnaissance aircraft, and the great danger imposed by the enemy's vast firepower, he unhesitatingly assumed a covering, close support role. Flying through a hail of withering fire at treetop level, Capt. Wilbanks passed directly over the advancing enemy and inflicted many casualties by firing his rifle out of the side window of his aircraft. Despite increasingly intense antiaircraft fire, Capt. Wilbanks continued to completely disregard his own safety and made repeated low passes over the enemy to divert their fire away from the rangers. His daring tactics successfully interrupted the enemy advance, allowing the rangers to withdraw to safety from their perilous position. During his final courageous attack to protect the withdrawing forces, Capt. Wilbanks was mortally wounded and his bullet-riddled aircraft crashed between the opposing forces. Capt. Wilbanks' magnificent action saved numerous friendly personnel from certain injury or death. His unparalleled concern for his fellow man and his extraordinary heroism were in the highest traditions of the military service, and have reflected great credit upon himself and the U.S. Air Force. ★



Cessna 305C (O-1E) s/n 24558

The museum's Cessna 305A Bird Dog (registered as N305CM) was built in 1957 at Cessna's Wichita, Kansas facility—with build number 01417 and military serial number 24558—under contract R-17715 to ALAT (French Army Light Aviation) for 90 new O-1E's and shipped to the FRENCH ARMY in Algeria.



L-19E 24-558/ACG of the PMAH/10th DP equipped with smoke rockets

The first order of 40 L-19E in the first half of 1957 (24-501 to 24-540), followed by a second order for 50 aircraft on June 30, 1957 (24-541 to 24-590), i.e. 10 aircraft per month available from March 1957 to February. After certification flights at Cessna, they were dismantled and shipped to Algeria to be re-assembled at the Ateliers industriels de l'Air (AIA) de Maison-Blanche et de Blida where 600 workers also supported Bell 47 helicopters, Piper L-21's, Junkers JU-52's, Douglas B-26's and other aircraft.



*24-500 with French Foreign Legion crew in Algiers, Africa.
[Note smoke grenade rack on back of pilot's seat.]*

In the 1980s, almost all L-19's were sent back to the United States.

Further details of the French military service of 24501 to 24590 can be found in "[Cessna L-19 Bird Dog en service dans l'ALAT](#)" by Christian Malcros.

Two years later, an additional 36 were built in 1959 under Contract A-11-00981 then shipped to France and assembled at Toussus-le-Noble by Fenwick Aviation.



24-545 wearing original colors

According to French Army records, 24-558/ACG left the Cessna factory on 10 July 1957 and was shipped to AIA at Blida, Algiers where it saw service through the end of the Algerian conflict in March of 1962. When hostilities ended, it was most likely shipped to France where it remained in service through May 1975 and possibly up to 1980 when many of the aircraft were returned to the United States.

It was registered to several different owners in the Dallas-Fort Worth, Texas area from 1982 through



2007. This airplane was completely examined in 2005 with no damage or corrosion found and was restored to its current condition in 2006 where it was painted with jet-glow paint and authentic U. S. Air Force colors and markings. New radios, dash



Beret and Crest worn by French Army pilots.



Crest and Flash worn by French Army Air Force



panel, intercom, push-to-talk mic button in rear cockpit and new seats had been installed.

It was registered to the Legacy Flight Museum on 28 January 2008. Seller possessed complete logs, maintenance manuals, parts manuals and complete history of this airplane. It came with spare parts (motor mounts, lower engine cowling. 1380 SMOH, 20 SPOH, King Nav-Com Mode C Transponder. ★

Specifications (O-1E)

General characteristics

Crew: one/two
 Length: 25 ft 0 in
 Wingspan: 36 ft 0 in
 Height: 7 ft 4 in
 Wing area: 174 sq ft
 Empty weight: 1,614 lb
 Max takeoff weight: 2,430 lb
 Fuel capacity: 41 US gal
 Powerplant: 1 × Continental O-470-11 air-cooled flat-six, 213 hp

Performance

Maximum speed: 225 mph
 Range: 1,200 mi at 160 mph
 Service ceiling: 26,000 ft
 Rate of climb: 1,850 ft/min
 Burn Rate: 40 gals/hr

