

North American T-28 Trojan

T-28 Trojan



A U.S. Navy T-28B in 1973

Role	Trainer aircraft
Manufacturer	North American Aviation
First flight	24 September 1949
Retired	1994 Philippine Air Force
Primary users	United States Air Force United States Navy South Vietnamese Air Force French Air Force
Produced	1950-1957
Number built	1,948
Developed from	North American XSN2J
Developed into	AIDC T-CH-1

The North American Aviation T-28 Trojan is a piston-engined military trainer aircraft used by the United States Air Force and United States Navy beginning in the 1950s. Besides its use as a

trainer, the T-28 was successfully employed as a Counter-insurgency (COIN) aircraft, primarily during the Vietnam War.

Design and development

On September 24, 1949, the XT-28 (company designation NA-159) was flown for the first time, designed to replace the T-6 Texan. Found satisfactory, a contract was issued and between 1950 and 1957, a total of 1,948 were built.

Following the T-28's withdrawal from U.S. military service, a number were remanufactured by Hamilton Aircraft into two versions called the Nomair. The first refurbished machines, designated T-28R-1 were similar to the standard T-28s they were adapted from, and were supplied to the Brazilian Navy. Later, a more ambitious conversion was undertaken as the T-28R-2, which transformed the two-seat tandem aircraft into a five-seat cabin monoplane for general aviation use. Other civil conversions of ex-military T-28As were undertaken by PacAero as the Nomad Mark I and Nomad Mark II.

Operational history

After becoming adopted as a primary trainer by the USAF, the United States Navy and Marine Corps adopted it as well. Although the Air Force phased out the aircraft out of primary pilot training by the early 1960s, continuing use only for limited training of special operations aircrews and for primary training of select foreign military personnel, the aircraft continued to be used as a primary trainer by the Navy (and by default, the Marine Corps and Coast Guard) well into the early 1980s.

The largest single concentration of this aircraft was employed by the U.S. Navy at NAS Whiting Field in Milton, Florida in the training of student naval aviators. The T-28's service career in the U.S. military ended with the completion of the phase in of the T-34C turboprop trainer. The last U.S. Navy training

squadron to fly the T-28 was VT-27, based at NAS Corpus Christi, Texas, flying the last T-28 training flight in early 1984. The last T-28 in the Training Command, BuNo 137796, departed for Naval District Washington on 14 March 1984 to be displayed permanently at Naval Support Facility Anacostia, D.C. Many T-28s were subsequently sold to private civil operators, and due to their reasonable operating costs are often found flying as war birds today.

In September 2011 a T-28 Trojan stunt team lost one of its planes and pilots during an air show in Martinsburg, West Virginia. No other casualties were reported.

In 1963, a Laotian Air Force T-28 piloted by Lieutenant Chert Saibory, a Thai national, defected to North Vietnam. Saibory was immediately imprisoned and his aircraft was impounded. Within six months the T-28 was refurbished and commissioned into the North Vietnamese Air Force as its first *fighter aircraft*.

T-28s were supplied to the South Vietnamese Air Force in support of ARVN ground operations, seeing extensive service during the Vietnam War in VNAF hands, as well as the Secret War in Laos. The T-28 Trojan was the first US fixed wing attack aircraft (non-transport type) lost in South Vietnam, during the Vietnam War. Capt. Robert L. Simpson, USAF, Detachment 2A, 1st Air Commando Group, and Lt. Hoa, SVNAF, were shot down by ground fire on August 28, 1962 while flying Close Air Support (CAS). Neither crewman survived. The USAF lost 23 T-28s to all causes during the war, with the last two losses occurring in 1968.

T-28s were also used by the CIA in the former Belgian Congo during the 1960s. France used locally re-manufactured Trojans for close support missions in Algeria. The Philippines utilized T-28s (colloquially known as "Tora-toras") during a series of unsuccessful *coups d'état* during the 1980s, the aircraft were often deployed as dive bombers by rebel forces.



MAPS T-28A, Serial Number 51-3565

The T-28 A that is currently on display at the MAPS Air Museum was built at the North American Aviation Corporation facility in Dallas, Texas on August 16, 1952. Its initial assignment was with the 3530th Pilot Training Wing at Bryan Air located just west of Bryan, Texas.

In April of 1956, the T-28A was reassigned to the 3308th Pilot Training Group at Stallings Air Force Base in North Carolina. A little more than a year later, June 1957, 51-3565 was moved to the 3303rd Pilot Training Group which was located at Bartow Air Base, Florida.

In April of 1959, the aircraft was assigned to the Aircraft Storage and Disposition Group (now AMARC) at the Davis-Monthan Air Force Base storage facility in Arizona. This was not to be the last assignment for this aircraft however.

In February of 1960, T-28A serial number 51-3565 was transferred to the Military Assistance Program and sold to the French Air Force. The French transitioned from its T-28A configuration to at a Fennic 56 model. It was sent to Algeria and used in a counterinsurgency role as a close support airframe. In June of 1969 the aircraft was sold to the Moroccan Air Force where it once again flew counterinsurgency missions.

In September of 1977, the aircraft was purchased by Euroworld California. One month later, it was sold to the Honduran Air Force by Specialty Inc. (the parent organization of the Military Aircraft Restoration Corporation) who owned controlling interest in Euroworld. The airframe was part of a shipment of T-28s that departed Morocco on October 20, 1978 bound for Honduras. The shipment was stopped at the Naval Air Station in Lakehurst, New Jersey after cancellation of the contract.

In June of 1980, the airframe was reclaimed by Euroworld California. It was officially transferred to the Military Aircraft Restoration Corporation (MARC) in November of 1983. It arrived here on indefinite loan to MAPS from MARC in September of 1991.

The aircraft while stored on the tarmac awaiting restoration work was damaged during a wind storm during the Spring of 2009. High winds resulted in damage to both fuselage and wing structures.

Variants

XT-28

Prototype, 2 built.

T-28A

US Air Force version with an 800 hp (597 kW) Wright R-1300-7 radial engine, 1,194 built.



A T-28A of the USAF Museum.

T-28B

US Navy version with 1,425 hp (1,063 kW) Wright R-1820-9 radial engine, 3-blade propeller, belly mounted speed brake, 489 built.



An early-production U.S. Navy T-28B in 1954.

T-28C

US Navy version, a T-28B with shortened propeller blade and tail hook for carrier landing training, 266 built.



A tail hook-equipped T-28C after trapping aboard USS *Tarawa* (CVA-40), in 1955.

T-28D *Nomad*

T-28As converted for the counter insurgency (COIN) role. Re-engined as per the T-28B and C, and fitted with six under wing hard points. Total 393 converted - 321 by NAA, plus 72 by Fairchild Hiller.



VNAF T-28Ds over Vietnam.

AT-28D

T-28Ds used for attack training by the USAF.

YAT-28E

Two airframes converted with turboprop power for counter insurgency role. Project not proceeded with.



A turboprop-powered YAT-28E in 1964.

Fennec

Ex-USAF T-28As refurbished and modified by Sud-Aviation in France

T-28R-1 Nomair

Ex-USAF T-28s refurbished for Brazilian Navy

T-28R-2 Nomair

Ex-USAF T-28s converted into general aviation aircraft

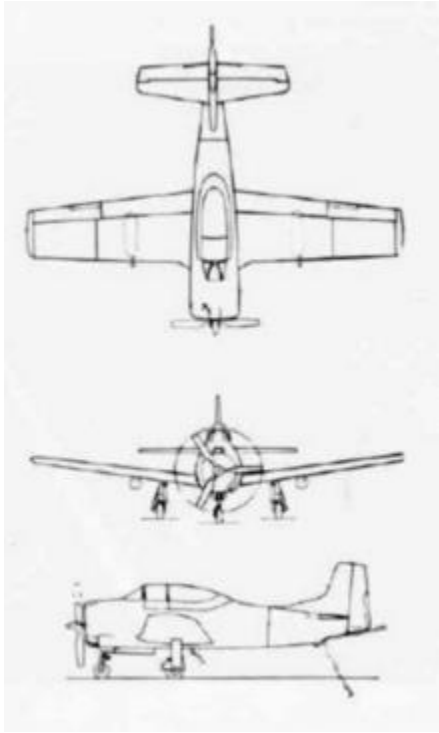
Nomad Mark I

Ex-USAF T-28As refurbished for civil use by PacAero with Wright R-1820-56S engines

Nomad Mark II

Ex-USAF T-28As refurbished for civil use by PacAero with Wright R-1820-76A engines

General characteristics (T-28)



- **Crew:** Two
- **Length:** 33 ft 0 in (10.06 m)
- **Wingspan:** 40 ft 1 in (12.22 m)
- **Height:** 12 ft 8 in (3.86 m)
- **Wing area:** 268 ft² (24.9 m²)
- **Empty weight:** 6,424 lb (2,914 kg)
- **Max takeoff weight:** 8,500 lb (10,500 with combat stores) (3,856 kg)
- **Power plant:** 1 × Wright R-1820-86 Cyclone radial engine, 1,425 hp (1,063 kW)

Performance

- **Maximum speed:** 343 mph (552 km/h)
- **Service ceiling:** 39,000 ft (10,820 m)

- **Rate of climb:** 4,000 fpm

Armament

- 2 or 6 × wing-mounted pylons capable of carrying bombs, napalm, rockets, machine gun pods containing .30 in (7.62 mm) (training), .50 in (D-model) or twin pods with .50 in (12.7 mm) and 20 mm (.79 in) cannon (Fennec)