

4/1976 73RD AVN. CO.



Bound for Europe. U.S. Army ferry crews and Grummanites who prepared three Mohawks for flight to England pose for going-away photo. Front row (L to R): J. Roland, Capt. M. Crane, Capt. R. Faulker, CW3 L. Clark, Capt. D. Kerr; second row: J. Franzoso, H. Harris, G. Haulse, G. Maxwell, E. Hall, CW3 J. Erickson, R. Hunecke, W. Petterson, Capt. L. Dembromski, Lt. Col. E. Walsh, CW3 J. West, W. Bedell.

Mohawks go trans-Atlantic

In early March, U.S. Army pilots traveled to the Grumman facility at Stuart, Florida, to ferry three OV-10 Mohawks to their military intelligence company in Europe. The three planes, which had sustained heavy battle damage from ground fire in South Vietnam several years ago, were returned to the States and completely repaired and restored to "mint" condition at Plant 77. For the flight to Europe, the Mohawks were fitted with two 300-gallon external fuel tanks to replace the 150-gallon tanks they usually carry.

Although they are not normally considered to be ocean-spanning aircraft, the three Mohawks be-

gan their trek to Europe at Stuart, flew up along the East Coast, jumped off from Labrador to Greenland, then to England. The longest overwater leg was about 800 miles in length, and the three ferry crews logged approximately 30 flying hours on the flight that covered 5,700 nautical miles. How was the flight? The pilots described it as "routine."

Last last month, the Army awarded Grumman a \$13 million contract for modernization and overhaul of 27 Mohawks, as part of the Army's continuing program to update its inventory of the twin-engine surveillance aircraft. The work will be performed at Stuart.