

# NAVAL AIRCRAFT

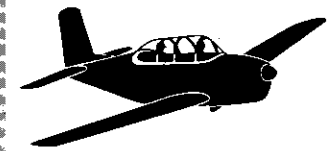
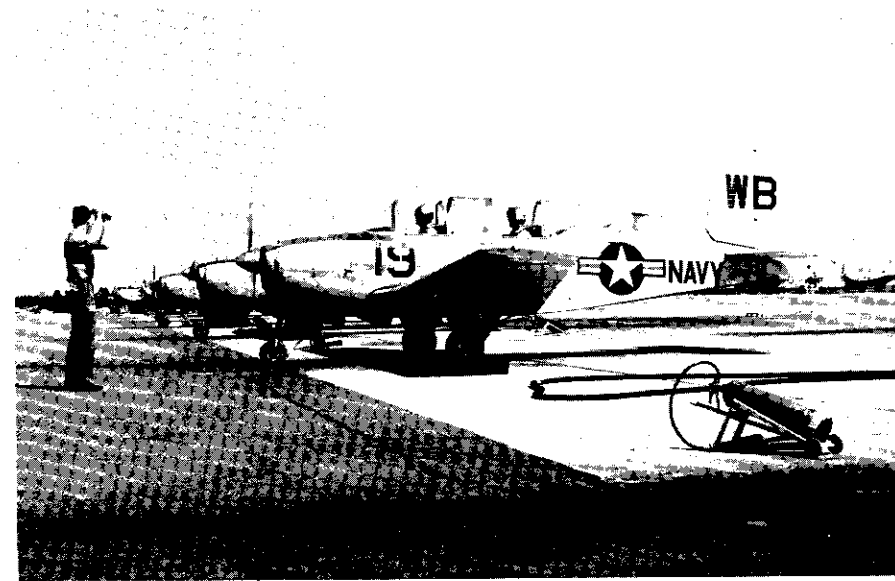
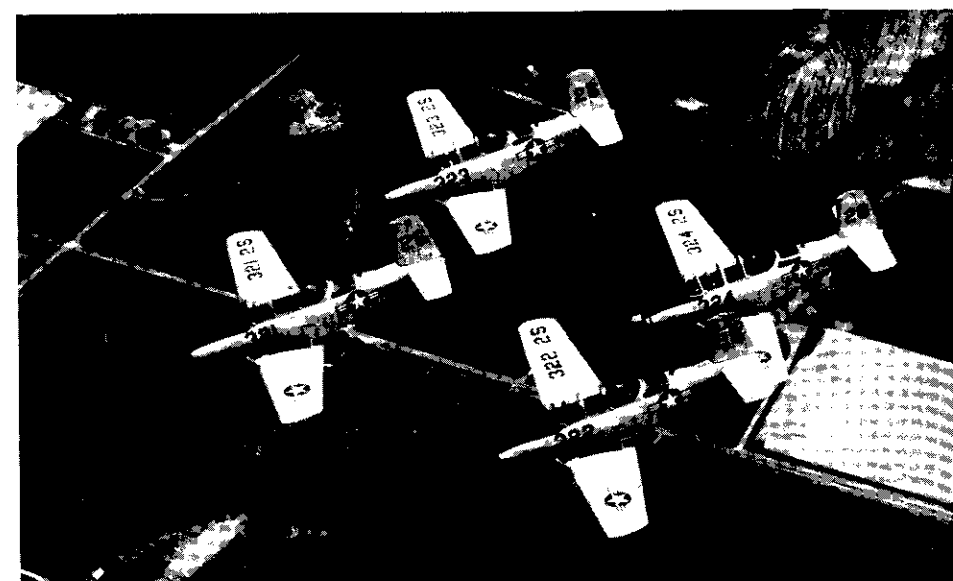
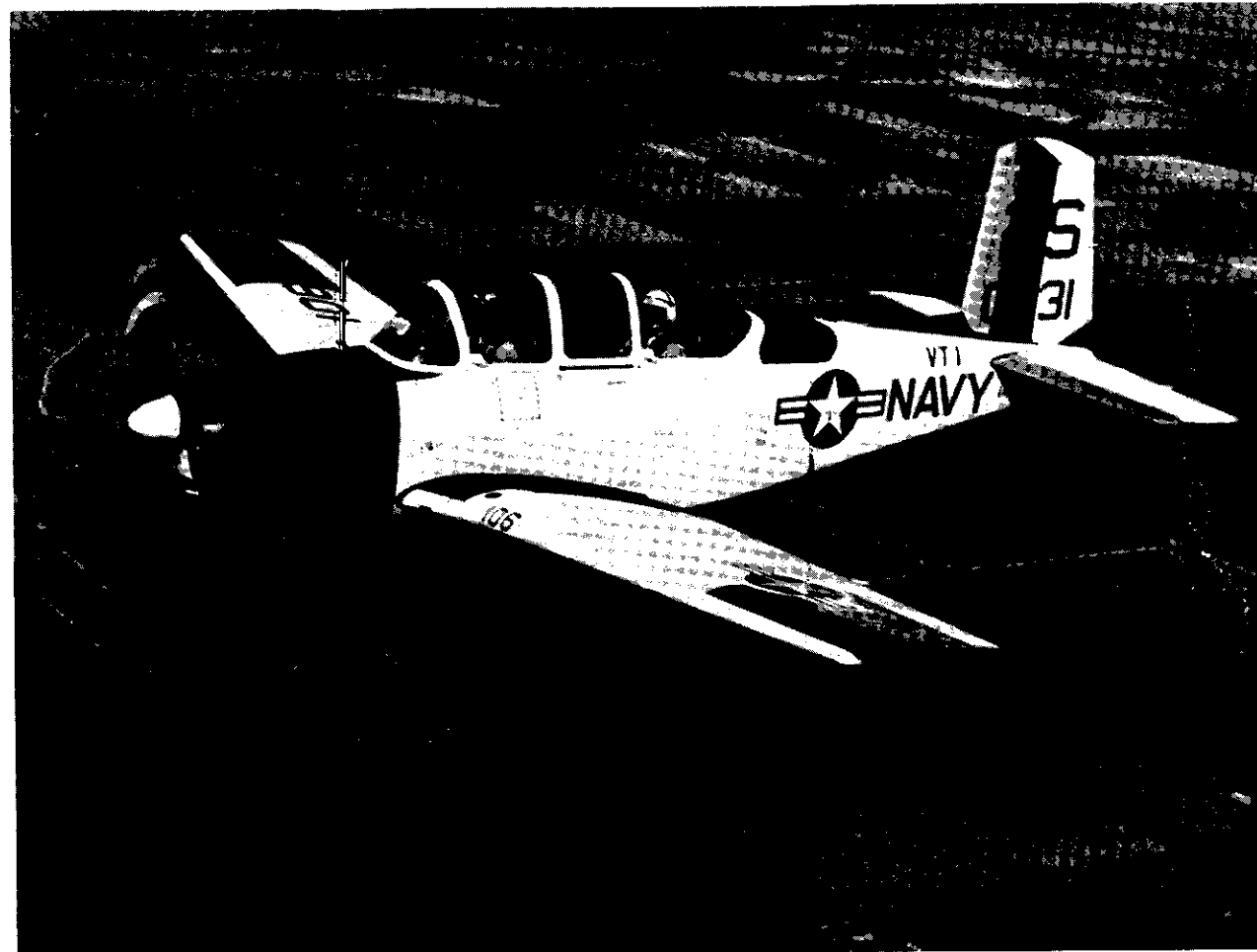
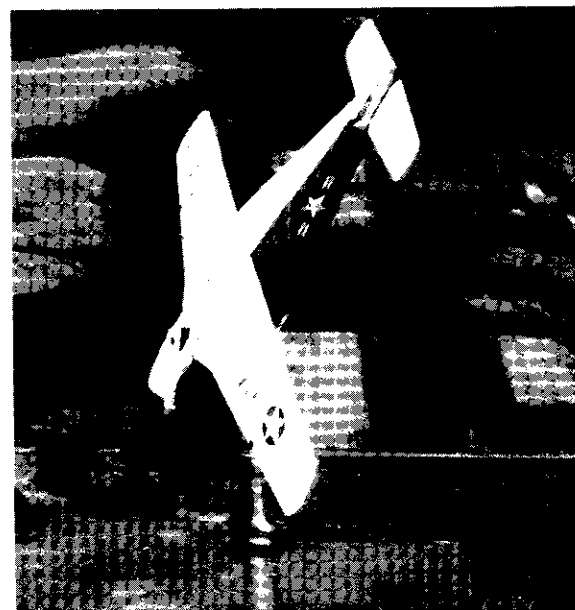
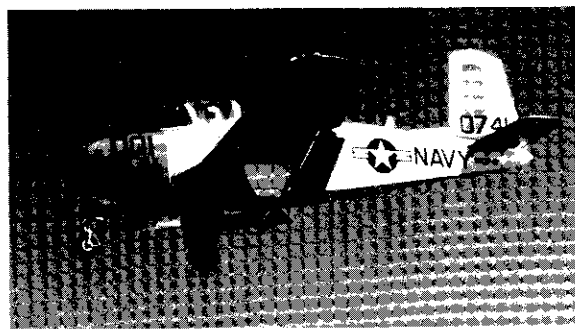
# MENTOR

Since the mid-1950s, the T-34B *Mentor* has been the plane in which nearly all Navy, Marine and Coast Guard Aviators have learned to fly. As such it leads a rough life, filled with loops, rolls, stalls and hard landings at the hands of eager but novice pilots. Developed with private funds by the Beechcraft Corporation, the *Mentor* was offered as a low cost "off-the-shelf" primary trainer to replace the SNJ *Texan*. It first flew as a prototype in 1948 and became the first post-WW II primary trainer when the T-34A was delivered to the Air Force in 1950. The Navy evaluated this model in 1953 and ordered a modified T-34B version the following year, which entered service in 1955 at NAS Whiting Field. *Mentors* are now concentrated at NAS Saufley Field with Training Squadron One, where the aviator-to-be is first introduced to the art of airmanship.

The *Mentor* has several advantages over its predecessor including more economical operating costs and easier maintenance. It is fully aerobatic, stressed for 10 positive and 4.5 negative Gs. The T-34B features conventional controls, electrically operated slotted flaps and landing gear, and a roll bar built into the windshield frame. VHF communications and navigation equipment are standard. Exhaust augmenters provided to reduce internal drag also eliminate the need for cowl flaps. The T-34B has a basic weight of 2,246 pounds with a maximum takeoff and landing weight of 2,975 pounds.

From 1958 to 1962, *Mentors* shed their all yellow paint scheme for a more visible combination of white and day-glo red.

Several other countries produced T-34s under license.



T-34B

Length	25'10"
Height	9'7"
Wing span	32'10"
Engine	Continental O-470-4
Horsepower at S.L.	225 hp
Service ceiling	18,600'
Maximum speed	162 kts.
Stall speed (2,500 lbs.)	44 kts.
power off approach power	41 kts.
Range	755 nm
Fuel capacity	306 lbs.

