

*Profile provided by Warbird Alley, with permission of Buck Wyndham*

## **PROFILE: Grumman OV-1 Mohawk**

(Variants/Other Names: JOV-1A)

### **HISTORY:**

A one-of-a-kind design, the OV-1 was the first turboprop plane to enter US Army service. It was finally retired as late as 1996, and is one of the most modern warbird in the hands of collectors.

The OV-1 was built as a joint US Army and Marine Corps project for a modern battlefield surveillance aircraft. The Marine Corps pulled out of the project before their prototype could be built, but the US Army began placing its orders late in 1959 for the **OV-1A** and **OV-1B**. The -1A and -1B differed in that the -1B variant had an 18 foot side-looking radar mounted under the fuselage and offset to the right. The OV-1B also had an internal camera with in-flight processor and an increased wingspan to cope with the extra equipment. While the plane was slow, its huge triple finned tail and engines mounted on top of the wings gave the Mohawk great maneuverability. To protect against small arms fire from the battlefields over which it kept a watchful eye, the cockpit was armored with an aluminum-alloy floor, flak curtains and bullet-resistant windows.

Experience in Vietnam soon showed that the policy of operating reconnaissance aircraft unarmed was not always wise. In response, a new variant, the **JOV-1A**, was built with four underwing hard-points for guns and rockets. The **OV-1C** followed and was similar to the OV-1A, but was equipped to use the new infra-red surveillance systems. The final production version, the **OV-1D**, had side-loading doors for mounting a variety of electronic intelligence equipment. These served over the Cold War battle lines of Europe with great success.

There are examples of each Mohawk variant still airworthy, and they continue to see active service in Argentina. Over its production run, 375 Mohawks of all types were built. [History by [David MacGillivray](#)]

### **NICKNAMES:**

*Whispering Death* (Vietcong nickname)

### **SPECIFICATIONS (OV-1D):**

Engines: Two 1,400-hp Avco Lycoming T53-L-701 turboprops

Weight: Empty 12,054 lbs., Max Takeoff 18,900 lbs.

Wing Span: 48ft. 0in.

Length: 41ft. 0in.

Height: 12ft. 8in.

Performance:

Maximum Speed: 370 Knots

Range: 1,011 miles

Armament: None

**ADDITIONAL INFORMATION:**

Basic Weight:		10,949 lbs
Takeoff Fuel:	+	<u>4,030 lbs</u>
		14,979 lbs
Pilot/Co-Pilot:	+	<u>400 lbs</u>
Total A/C Weight		15,379 lbs

Allowable Takeoff Gross Weight:	17,300 lbs
Total Aircraft Weight	<u>-15,379 lbs</u>
Allowable (Useful) Load:	1,921 lbs

Note 1: OV-1 Drop Tanks = 150 gal each x 2 = 300 gallons at approx. 6.7 lbs per gallon =  
2,010 lbs

Note 2: Data above accurate per AC Weight & Balance documentation. There will be slight variations such as Pilot / Co-Pilot weight, aircraft oil weight, etc. This is to be determined prior to each flight as required.

**NUMBER BUILT:** 375

**NUMBER STILL AIRWORTHY:** Approximately 10