



The North American T-28

HISTORY

During and immediately following WWII, the Air Force tapped into the vast knowledge of NAA for the purpose of developing the next generation, high performance, advanced trainer to serve as a successor to the NAA T-6/ SNJ Texan. The result was the T-28 Trojan series and the "A" was the first model. 1,194 "A" models were built with the Wright R-1300, 800 hp engine, and the Aero Product 2-blade propeller. The Air Force used these aircraft for training and various other roles from 1950 to 1956. The "A" model also replaced the Mustang fighters in the reserve units until 1959.

In 1952, the Navy was impressed enough with the rugged Trojan that it contracted with NAA to build an improved version. The improved version was the T-28B. The "B" came equipped with the mighty Wright Cyclone R-1820, 1425 hp engine, Hamilton Standard 3-blade propeller, belly mounted speed brake, and many other changes and improvements. 489 "B" models were built and used from the middle 50's to the middle 80's.

In addition to the "B" model, the T-28C was built for the Navy starting in 1955. The T-28C is equipped with a tail hook, a smaller diameter propeller, and other minor changes to allow aircraft carrier landings. 299 "C" models were manufactured with production ending in 1957.

In 1959, several hundred surplus "A" models were shipped to France and were modified with the R-1820 engine, structural improvements, and armament for combat use, by Sud Aviation for the French Air Force. These aircraft are commonly referred as FENNEC, T-28S (Sud), or T-28F. After success in combat in Algeria in the early sixties, they continued to serve France and several other countries for many years.

Similar to the FENNEC but converted by various contractors in the U.S., the T-28D-5 also started as a surplus "A" model. Almost 250 "D" models were supplied to U.S. and other forces fighting in Southeast Asia. Additionally, "B" & "C" models, known as the T-28D-10, were also modified and used in combat.



FLYING & OWNING THE T-28 TODAY

HIGHLIGHTS

In current civilian use, the T-28 continues to gain in popularity. It looks, sounds, and performs comparable to a WWII fighter at a fraction of the cost. With its two roomy cockpits, tricycle landing gear, huge flaps, and superb flying characteristics, general aviation pilots can learn how to operate this aircraft. In addition, maintenance and parts availability remains reasonable with plenty of technical support available. We believe the North American T-28 Trojan will continue to be one of the best Warbird values!



PERFORMANCE

SMALL ENGINE VS. BIG ENGINE

The "A" model has a normal cruise speed of 180 mph at 35 gph, and has a 125 gallon fuel capacity.

The big engine T-28's normally cruise at 235 mph at 50 gph, and carries 177 gallons of fuel for a 3-hour range with VFR day reserves. With the R-1820 engine, take off run is around 800 ft. with a rate of climb over 3000 FPM!

WATCH THE T-28 IN ACTION!



RideAlong! Trojan Horsemen Solo (T-28 Wingtip Cam) - EAA AirVenture



Take a Flight in a North American T-28B Trojan Palm Springs Air Museum GoPro

**SHOULD YOU BE INTERESTED IN THE NORTH AMERICAN T-28,
CONTACT MARK CLARK AT 815-229-5112 OR
EMAIL MARK@COURTESYAIRCRAFT.COM**

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