

Chapter 1 : Kung Fu (TV Series " ") - IMDb

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The 75 horsepower civilian high-wing design was built by the Stinson Aircraft Company at Wayne, Michigan and first flew in 1935. The HW featured two seats up front side-by-side, and a third "jumpseat" in the rear on which a small passenger could sit sideways. The design was easy to fly. Six examples of the Model Voyager were equipped with 80 horsepower Continental O engines and provided to the military for testing under the experimental designation YO-1. Evaluated by the Air Corps in 1936 for potential use as a low-cost short-range observation aircraft, it failed to meet performance requirements. The Voyager was then completely re-engineered by Stinson into a much stronger and more powerful tandem-seat airplane that met rigorous Army engineering handbook standards for the design of military aircraft. The L-5 carried a pilot and observer in a tandem-seating configuration, which was preferred by the military for observation work. The primary purpose as a liaison aircraft was courier and communication work, artillery spotting and casualty evacuation. The fuselage of later models was redesigned so the aircraft could also be used as an air ambulance, or for cargo work. With a wider and deeper rear fuselage section and a large rear door that folded downward, a litter patient or pounds of cargo could be quickly loaded aboard. The L-5 series was manufactured between December 1937 and September 1945, during which time 3,000 of the unarmed two-seaters were built for the United States armed forces, making it the second most widely used light observation aircraft of the war behind the Piper L-4 Cub. Construction[edit] The fuselage was constructed using chrome-moly steel tubing covered with doped cotton fabric and the wings and empennage were constructed of spruce and mahogany plywood box spars and plywood ribs and skins, also covered with fabric. The use of aluminum, which was in critically short supply and more urgently needed for other aircraft, was limited to the engine cowling, tail cone, framework for the ailerons, rudder and elevator and the landing gear fairings. The L-5 was powered by a six-cylinder horsepower Lycoming O engine. Operational history[edit] Capable of operating from short unimproved airstrips, the L-5 "Sentinel" delivered personnel, critical intelligence and needed supplies to the front line troops. On return flights, wounded soldiers were often evacuated to rear area field hospitals for medical treatment, boosting the morale of combat troops fighting in remote areas. L-5s were also used for aerial photography, controlling vehicle convoys, para-dropping food, medical supplies and ammunition, laying communication wire, distributing propaganda leaflets, spraying pesticide, transporting prisoners, and directing fighter-bombers to ground targets. The L-5 was also popular with Generals and other high-ranking officers for fast, efficient short-range transportation. During the Battle of Okinawa, L-5s operated from an LST using the Brodie landing system which allowed a light aircraft to take off and land without a flat surface by snagging a wire hung between two booms. The volt L-5G became the OY-1. These aircraft were used exclusively in the India-Burma theater of operations. Many other countries also received L-5s after the war, particularly India which received 100. A number of these went to Pakistan after the partition of India in 1947. In India, L-5s were used by flying clubs to teach civilian pilots until about 1950 when a lack of spares forced their retirement. There was no official L-5A variant as is often reported because the designation was intended for a version of the aircraft that was never built. Nonetheless, many people in and out of the military still refer to the standard "observer" version of the L-5 as an L-5A. Like the L-5A, the L-5D was a planned version that was not adopted. A single L-5F was an L-5B equipped with an experimental low-noise "stealth" propeller and exhaust system for research purposes. The L-5B through L-5G models were modified to carry a litter patient or light cargo, or a rear seat passenger sitting in the normal position. An L-5H version was on the drawing boards at Stinson when the war ended, and it never reached the prototype stage. O Observation, artillery spotting and liaison aircraft, powered by a Lycoming piston engine; built. L-5C L5-B were equipped K reconnaissance cameras. An L-5E-1 variant included larger wheels and tires and heavy duty brakes. L-5G Similar to L-5E but with a 24 volt electrical system and powered by hp kW Lycoming piston engine with improved cylinders and

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carburetor and fitted with controllable pitch propellers. Final production model redesignated UB in XL-5F One test and evaluation aircraft, powered by a Lycoming piston engine.

Chapter 2 : Stinson L-5 Sentinel - Wikipedia

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