ROYAL CANADIAN AIR CADETS

PROFICIENCY LEVEL ONE

INSTRUCTIONAL GUIDE

SECTION 1

EO M130.01 – IDENTIFY AIRCRAFT AS MILITARY, CIVILIAN AND CADET

Total Time: 60 min

PREPARATION

PRE-LESSON INSTRUCTIONS

Resources needed for the delivery of this lesson are listed in the lesson specification located in A-CR-CCP-801/PG-001, *Proficiency Level One Qualification Standard and Plan*, Chapter 4. Specific uses for said resources are identified throughout the instructional guide within the TP for which they are required.

Review the lesson content and become familiar with the material prior to delivering the lesson.

Review all aircraft listed to determine if any have been acquired for / retired from service.



The training aids for this EO can be presented in a number of ways, depending on the resources available at the squadron. Images of the aircraft are located at Attachment A in a MS Word document. If the squadron has the means to use a computer / projector, the aircraft images can be accessed from a PowerPoint presentation located at Attachment B.

Set up equipment for visual presentation for TPs 1–3.

Create enough sets of matching cards for TP 4 from the set located at Attachment B. It is recommended that the cards be printed in colour on heavy stock (450 g/m^2 / 120 lb) paper. Ensure matching cards are in complete sets.

PRE-LESSON ASSIGNMENT

Nil.

APPROACH

An interactive lecture was chosen for TPs 1–3 as it orients the cadets to aircraft, generates interest and presents basic information.

A game was selected for TP4 as it is a fun and challenging way to confirm the cadets' knowledge of the material.

INTRODUCTION

REVIEW

Nil.

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OBJECTIVES

By the end of this lesson the cadet shall have identified military, civilian and cadet aircraft.

IMPORTANCE

Basic aircraft identification creates a base of understanding for further aviation topics. It adds value to additional aviation activities such as aerodrome tours, air shows and familiarization flying. It also fosters an interest in the military and civilian aviation communities by introducing cadets to aircraft commonly found in those communities.

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Teaching point 1 **Identify Canadian military aircraft.**

Time: 15 min Method: Interactive Lecture

CANADIAN MILITARY AIRCRAFT

Military aircraft are used for a wide variety of tasks. These tasks include training, transport, maritime patrol, defence and search and rescue. Most military aircraft are painted flat grey or camouflage for low visibility. These high visibility planes used for Search and Rescue (SAR) work are painted bright yellow and red.



Select at least 11 aircraft to present during TP1 with at least one aircraft from each category. Present aircraft common to the cadets' community.

CANADIAN CARRIERS (TRANSPORT)

CC-115 Buffalo

The CC-115 Buffalo is mainly used for SAR operations. It has short take-off and landing (STOL) capability, which is ideal for rough landing strips. It is able to fly in almost any weather. The Buffalo is painted a highly visible yellow. It has two turboprop engines, high wings and a t-tail.



http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=2204-CX2005-0096-393a

Figure 1 CC-115 Buffalo

CC-130 HERCULES

The CC-130 Hercules is one of the most multipurpose transport planes. It is used to airlift troops, equipment and cargo. It is also used in SAR operations and in air-to-air refuelling of fighters. With its rear cargo ramp, rugged landing gear, good short-field performance and high ground clearance of engines / propellers, the C-130 is designed to operate from unimproved airstrips in active military areas. The Hercules has four turboprop engines, high wings and a distinctively large tail.

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http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=1956-CX2005-0096-331a

Figure 2 CC-130 Hercules

CC-138 TWIN OTTER

The highly adaptable CC-138 Twin Otter is well suited for Canada's ever-changing northern climate and terrain. This STOL utility transport aircraft can land on water, land, snow and ice. Powered by twin turboprop engines, the Twin Otter is highly manoeuvrable and has a service ceiling of over 8 000 metres. It can be outfitted with wheels, skis or floats to land on virtually any surface. The CC-138 is used in SAR missions, and transport and support roles to the Canadian Forces' northern operations. It can carry up to 20 passengers or 2 999 kg of payload, and has a range of 1 427 km.



http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=4209-540-IMG0075

Figure 3 CC-138 Twin Otter

CC-144 CHALLENGER

The CC-144 Challenger, DND's twin-engine, long-range executive jet, offers rapid air transportation to Canadian and international VIPs. With a range of up to 5 930 km and a maximum speed of Mach 0.83, the Challenger can quickly deliver passengers almost anywhere in the world. The Air Force's Challenger fleet includes four VIP aircraft and two utility aircraft. The utility jets are used for military transport and can be configured for medical evacuations (medevacs) when troops are in need.

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http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=4322-761-IMG0029

Figure 4 CC-144 Challenger

CC-150 A310 POLARIS

The CC-150 Polaris is the military version of a popular civilian commercial airliner, the Airbus A310-300. The main role of the Polaris is long-range transport of personnel and equipment. It can transport up to 194 passengers or 32 000 kg of cargo. The CC-150 is a wide-body, two engine turbojet with low wings.



http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=5687-2007-03-19-02HQ

Figure 5 CC-150 Polaris

CC-177 (C-17) GLOBEMASTER III

CC-177 Globemasters transport large amounts of passengers and equipment over long distances in response to domestic emergencies or international crises. It provides rapid strategic delivery of troops to cargo transport of oversized combat equipment from coast to coast and to anywhere in the world - including to troops in Afghanistan. The Globemaster can be flown with night vision goggles which give it tactical advantage when flying into threatening territory. Operated by a crew of three - pilot, co-pilot and loadmaster - the CC-177, with a payload of 160 000 pounds, can fly long distances and land in remote airfields, making it a premier transporter for military, humanitarian and peacekeeping missions. The CC-177 is able to take off and land on unpaved runways as short as 3 500 feet and as narrow as 90 feet wide during the day or night.

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http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=8223-GD2008-0786-002

Figure 6 CC-177 Globemaster III

CANADIAN FIGHTERS (CF) (DEFENCE)

CF-188 (CF-18) Hornet

The CF-18 Hornet is a high-performance twin-engine jet fighter that can perform air-to-air combat or ground-attack roles. The most visible difference of the CF version of this aircraft is a paint scheme incorporating a “spoof” canopy on the underside of the front fuselage. This “spoof” canopy is used to confuse an opponent in the heat of a dogfight as to “which side is up”. The distinctive angled twin vertical fins on the tail most easily identify the CF-18.



http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=7356-BN2008-0094-19

Figure 7 CF-188 Hornet

CANADIAN HELICOPTERS (CH)

CH-124 SEA KING

A ship-borne maritime helicopter, the CH-124 Sea King’s compact design boasts a fold-up rotor and tail that help it fit on the smallest warship’s deck, and its amphibious hull lends it the ability to land on water. It is powered by two turboshaft engines and is equipped with subsurface acoustic detection equipment and homing torpedoes. The Sea King lifts off from destroyers and frigates to locate and destroy submarines. Capable of flying in day or night, the CH-124 is a versatile surveillance aircraft, contributing to SAR operations, disaster relief, counter-narcotic operations, and fisheries and pollution patrols. The Sea King is to be replaced by the CH-148 Cyclone.

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http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=8197-SW2006-0343-66

Figure 8 CH-124 Sea King

CH-139 JET RANGER

This single-engine trainer is currently used at 3 Canadian Forces Flying Training School (3 CFFTS) in Portage la Prairie, Manitoba, where the Air Force's helicopter trainees earn their wings. Side-by-side pilot seating makes the CH-139 ideal for training. Flight controls and doors are fitted at both positions, making them easily accessible to pilot and trainer alike. The passenger / cargo compartment is located immediately behind the cockpit, providing seating for three passengers or space for cargo.



http://www.airforce.forces.gc.ca/v2/equip/ch139/index-eng.asp

Figure 9 CH-139 Jet Ranger

CH-146 GRIFFON

The CH-146 Griffon is Canada's Utility Transport Tactical Helicopter (UTTH). It performs a wide variety of roles that includes airlift of equipment and personnel, command and liaison flights, surveillance and reconnaissance, casualty evacuation, logistic transport, SAR, counter-drug operations and domestic relief operations. The Griffon has a four-blade main rotor and landing skids. It has a camouflage paint scheme.

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Verify against the official publication.



http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=7848-VH2007-0004-039

Figure 10 CH-146 Griffon

CH-147 CHINOOK

The CH-147 Chinook is a twin-engine medium-to-heavy-lift helicopter re-introduced as a Canadian aircraft first deployed with the Joint Task Force Afghanistan. The CH-147 Chinook is used for troop movement and transportation of equipment and supplies with a minimum range of 100 km at maximum loading in various climatic conditions. The CH-147 Chinook provides SAR support within Canada. It has the ability to provide timely response to national emergencies in both the eastern and western regions of the country assisting in emergency response to disasters such as floods, forest fires and earthquakes. The fleet will be based primarily at CFB Petawawa with CH-147 Chinook's supporting the Canadian Manoeuvre Training Center in Wainwright Alberta, being based at CFB Edmonton.



http://www.airforce.forces.gc.ca/v2/equip/ch147d/index-eng.asp

Figure 11 CH-147 Chinook

CH-148 CYCLONE

The CH-148 Cyclone will replace the CH-124 Sea King as Canada's main ship-borne maritime helicopter. The Cyclone will conduct Surface and Subsurface Surveillance and Control, utility and SAR missions. This twin-engine helicopter is compatible with the latest high-tech naval frigates and includes several new safety features. Its aluminum and composite airframe is built with lightning-strike and high-intensity radio frequency pulse protection. The CH-148 Cyclone has a day-and-night flight capability, and can fly in most weather conditions in temperatures ranging from minus 51 to plus 49 degrees Celsius. The CH-148 Cyclone can also fly 450 km without refuelling.

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http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=3016-PMO06-0001-B

Figure 12 CH-148 Cyclone

CH-149 CORMORANT

The CH-149 Cormorant is a SAR helicopter. It has three powerful engines that drive a five-bladed rotor. Its ice protection system allows it to operate in continuous icing conditions. It is able to withstand high winds. These features make it ideal for Canada's demanding geography and climate. The CH-149 Cormorant has rear-ramp access and a large amount of cabin space. It can carry 12 stretchers or a load of 5 000 kg. Unlike the Griffon, the CH-149 Cormorant has retractable landing gear and is painted bright yellow.



http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=2857-ISD01-2009

Figure 13 CH-149 Cormorant

CANADIAN TRAINERS (CT)

CT-114 Tutor

The CT-114 Tutor may be the most well known aircraft flown by the Canadian Forces (CF). It is the plane flown in the Snowbirds air demonstration squadron. The CT-114 Tutor was used as a training aircraft from 1971 until 2000. It was designed and built in Canada. The CT-114 Tutor has a single jet engine, low wings and a t-tail.

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Verify against the official publication.



http://www.airforce.forces.gc.ca/v2/equip/ct114/index-eng.asp

Figure 14 CT-114 Tutor

CT-142 DASH-8

Navigators from around the world come to Canada to train on the CT-142 Dash-8. At the Canadian Forces Air Navigation School (CFANS) in Winnipeg, MB, this twin turboprop aircraft is used to teach students aerial navigation and tactics. Designed and produced in Canada, the CT-142 is a conversion of the popular Dash-8 airliner. It was adapted for navigation training by manufacturer Bombardier Inc. in the late 1980s.



http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=2177-WG2002-0257-20a

Figure 15 CT-142 Dash-8

CT-155 HAWK

The CT-155 Hawk was selected for the North Atlantic Treaty Organization (NATO) Flying Training in Canada (NFTC) program because of its similarities to frontline fighter aircraft. Student pilots graduate from the CT-156 Harvard II to this highly advanced jet trainer. Its Rolls-Royce turbofan engine powers the jet to supersonic speeds. The Hawk's sophisticated glass cockpit features a heads-up display (HUD), hands-on throttle and stick (HOTAS) controls, and integrated navigation and targeting systems. The jet can perform a wide range of high performance training missions. NFTC students train on the Hawk during the program's final stage. Once they've logged 125 flight hours, Canada's student fighter pilots are ready to join 410 Squadron, the Operation Training Unit, which flies CF-18 Hornets.

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http://www.airforce.forces.gc.ca/v2/equip/ct155/index-eng.asp

Figure 16 CT-155 Hawk

CT-156 HARVARD II

This agile turboprop trainer is the aircraft of choice for the early stages of NFTC program. The CT-156 has an initial climb rate of about 1 km per minute. It can handle sustained 2G turns at an altitude of 7 500 metres. The aircraft is ideally suited to help new pilots move seamlessly from basic flight training to high-performance jet training. Its performance, cockpit layout and ejection protocols mimic those of the CT-155 Hawk jet trainer.



http://www.airforce.forces.gc.ca/v2/equip/ct156/index-eng.asp

Figure 17 CT-156 Harvard II

CANADIAN PATROL (CP)

CP-140 Aurora

The CP-140 Aurora is a maritime patrol aircraft. It carries special sensing equipment so it can detect and monitor boats and submarines. The prominent tail boom is the most obvious feature of this aircraft. It has four turboprop engines and low wings.



http://www.airforce.forces.gc.ca/v2/netpub/index-eng.asp?rid=4412-824-IMG0001

Figure 18 CP-140 Aurora

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CP-140A ARCTURUS

The CP-140A Arcturus is the sister aircraft to the CP-140 Aurora. The CP-140A Arcturus is used to monitor Canada's East Coast. This long-range patrol aircraft protects our coastlines from foreign threats and illegal activity. This aircraft also fulfills many of the same roles as the CP-140 Aurora: maritime surveillance, SAR operations, drug trafficking interdiction and territorial and sovereignty patrols. It is also used for pilot and crew training.



http://www.airforce.forces.gc.ca/v2/equip/resrc/images/hst/l-g/arcturus.jpg

Figure 19 CP-140A Arcturus

CONFIRMATION OF TEACHING POINT 1



Amend the questions and answers to include the aircraft discussed in TP1

QUESTIONS:

Q1. What aircraft is this? (Show CC-130 Hercules)

Q2. What aircraft is this? (Show CT-114 Tutor)

Q3. What aircraft is this? (Show CH-146 Griffon)

ANTICIPATED ANSWERS:

A1. Military, CC-130 Hercules.

A2. Military, CT-114 Tutor.

A3. Military, CH-146 Griffon.

Teaching point 2 **Identify civilian aircraft.**

Time: 10 min Method: Interactive Lecture

CIVILIAN AIRCRAFT

Civilian aircraft are used in a wide variety of roles including recreational, training, and transportation of people and cargo. Civilian aircraft have a wide range of paint schemes and use more colors than military aircraft. These aircraft are seen at civilian aerodromes.

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Cessna 172

The Cessna 172 is commonly used for primary flight training and familiarization flying. It is a four seat aircraft that has high wings, tricycle landing gear and a single propeller.



http://www.airliners.net/search/photo.search?id=277285

Figure 20 Cessna 172

Piper PA-28 Cherokee

Another popular recreational and training aircraft is the Piper PA-28 Cherokee. This aircraft has low wings, tricycle landing gear and a single propeller.



http://www.airliners.net/search/photo.search?id=246912

Figure 21 Piper PA-28

Boeing 737

The Boeing 737 is one of the world's most popular commercial jet transport aircraft. It is a short- to medium-range airplane. They can carry 85 to 189 passengers, depending on the model. The Boeing 737 is flown by airlines including WestJet and Sunwing. The Boeing 737 has a low-wing configuration and tricycle landing gear, like most commercial transport planes. It has two turbofan jet engines mounted under the wings.



http://www.airliners.net

Figure 22 Boeing 737

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Airbus A320

The Airbus A320 is a very popular commercial jet transport aircraft. They can carry 100 to 220 passengers, depending on the model. The Airbus 320 also has a low-wing configuration, nose gear, and two turbofan jet engines mounted under the wings. The biggest difference between the Airbus and the Boeing 737 is the technology in the cockpit. Airbus uses computer technology to a greater extent than Boeing. Air Canada flies the Airbus A320, and several other Airbus models.



http://www.airliners.net/search/photo.search?id=313545

Figure 23 Airbus A320

Bombardier 415

The Bombardier 415 amphibious aircraft is the backbone of firefighting missions around the world. Launched in 1994, this high-wing, all-metal amphibian remains the only aircraft specifically designed for aerial firefighting. Its proven technology and fire-extinguishing power make it an effective machine for the job. This aircraft may also be configured for humanitarian relief, maritime SAR, surveillance and personnel transport.



http://www.aircraftinformation.info/Images/Bombardier_415_02.jpg

Figure 24 Bombardier 415

CONFIRMATION OF TEACHING POINT 2

QUESTIONS:

Q1. What aircraft is this? (Show Piper PA-28)

Q2. What aircraft is this? (Show Boeing 737)

Q3. What aircraft is this? (Show Cessna 172)

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ANTICIPATED ANSWERS:

A1. Civilian, Piper PA-28.

A2. Civilian, Boeing 737.

A3. Civilian, Cessna 172.

Teaching point 3 **Identify cadet aircraft**

Time: 5 min Method: Interactive Lecture

CADET AIRCRAFT

Cadet aircraft are used for training and familiarization flying. They are usually painted bright yellow and blue. (The term “cadet aircraft” is intended to mean aircraft currently owned by the cadet program and does not include other aircraft cadets may use on Power Flying Scholarships (other model Cessnas, Katanas, etc.).

GLIDER

Schweitzer - SGS 2-33a Glider

The Schweitzer SGS 233A is the glider used by the Air Cadet Gliding Program for training and familiarization flying. It is a sturdy, two-place tandem (front and back seating, instead of side by side) glider, with high wings. They can be launched by auto-tow, winch or tow-plane.



http://www.aircadetleague.com/manitoba/Gliding.html

Figure 25 SGS 233A Glider

TOW AIRCRAFT

Bellanca Scout – 8GCBC

The Bellanca Scout is one of the types of tow-planes used in the Air Cadet Gliding Program. It is a two-place tandem, high wing, tail-dragger aircraft.



http://www.aircadetleague.com/manitoba/Gliding.html

Figure 26 Bellanca Scout

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L19 BIRD DOG – CESSNA 305 (C305)

The L19 Bird Dog is another tow-plane used in the Air Cadet Gliding Program. Like the Scout, the Bird Dog is a two-place tandem, high wing, tail-dragger aircraft. The L19 has a rear window, and more of a bend to the fuselage than the Scout.



http://www.aircadetleague.com/manitoba/Gliding.html

Figure 27 L19 Bird Dog

Cessna 182P

The Cessna 182P is another tow plane used in the Air Cadet Gliding Program. Like the Bird Dog, it has a rear window but has four seats instead of two. Unlike either the Scout or the Bird Dog, which are both tail-draggers, it has a tricycle landing gear.



http://www.cadets.ca/regions/pac/air-aviation.aspx?id=95360&terms=cadet+tow+plane

Figure 28 Cessna 182P

CONFIRMATION OF TEACHING POINT 3

QUESTIONS:

Q1. What aircraft is this? (Show L19 Bird Dog)

Q2. What aircraft is this? (Show Schweitzer SGS 233A)

Q3. What aircraft is this? (Show Bellanca Scout)

ANTICIPATED ANSWERS:

A1. Cadet, L19 Bird Dog.

A2. Cadet, Schweitzer SGS 233A.

A3. Cadet, Bellanca Scout.

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Teaching point 4 **Conduct an aircraft identification game.**

Time: 25 min Method: Game

OBJECTIVE

The objective of this activity is to have the cadets practice identifying military, civilian and cadet aircraft by participating in a memory matching game.

RESOURCES

- One set of aircraft identification matching cards located at Attachment B per group.

ACTIVITY LAYOUT

Set up the classroom with large flat areas, one for each group, to play the game.

ACTIVITY INSTRUCTIONS

1. Divide cadets into groups of four or less.

2. Issue each group one set of aircraft identification matching cards. The cards should be laid out in a five by four grid, face down (as illustrated in Figure 30).

Note. Created by Director Cadets 3, 2009 Ottawa, ON: Department of National Defence.

Figure 29 Five by Four Card Grid

3. Have the first cadet turn two cards over:

   a. if it is not a match, the cards are turned back face down and the turn passes to the next cadet.

   b. if it is a match:

      (1) but the cadet is unable to identify the aircraft; the cards are turned back over and the turn passes to the next cadet; or

      (2) and the cadet identifies the aircraft; the cadet keeps the two cards, and takes another turn.

4. The game can be repeated as time allows, mixing up the cards.



Circulate among the groups to supervise and assist as necessary.

Answer questions the cadets have about the game.

Ensure cadets are able to correctly identify the matching pairs before removing them from the grid.

SAFETY

Nil.

CONFIRMATION OF TEACHING POINT 4

The cadets' participation in the game will serve as the confirmation of this TP.

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END OF LESSON CONFIRMATION

The cadets' participation in the activity game will serve as the confirmation of this lesson.

CONCLUSION

HOMEWORK/READING/PRACTICE

Nil.

METHOD OF EVALUATION

Nil.

CLOSING STATEMENT

Aircraft identification is a fun way of getting involved in aviation. Cadets can apply this knowledge during aviation field trips, familiarization flying and any time they see aircraft.

INSTRUCTOR NOTES / REMARKS

Nil.

REFERENCES

A3-007 Canadian Forces. (2009). Retrieved 24 Jul 2009, from http://www.airforces.forces.gc.ca/v2/equip/index-eng.asp

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AIRCRAFT IDENTIFICATION MATCHING GAME CARDS

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CC-115 Buffalo 	CC-130 Hercules 	CC-138 Twin Otter 	CC-144 Challenger 	CC-150 Polaris 
CC-177 Globemaster 	CF-188 Hornet 	CH-124 Sea King 	CH-139 Jet Ranger 	CH-146 Griffon 
CH-147 Chinook 	CH-148 Cyclone 	CH-149 Cormorant 	CT-114 Tutor 	CT-142 Dash-8 

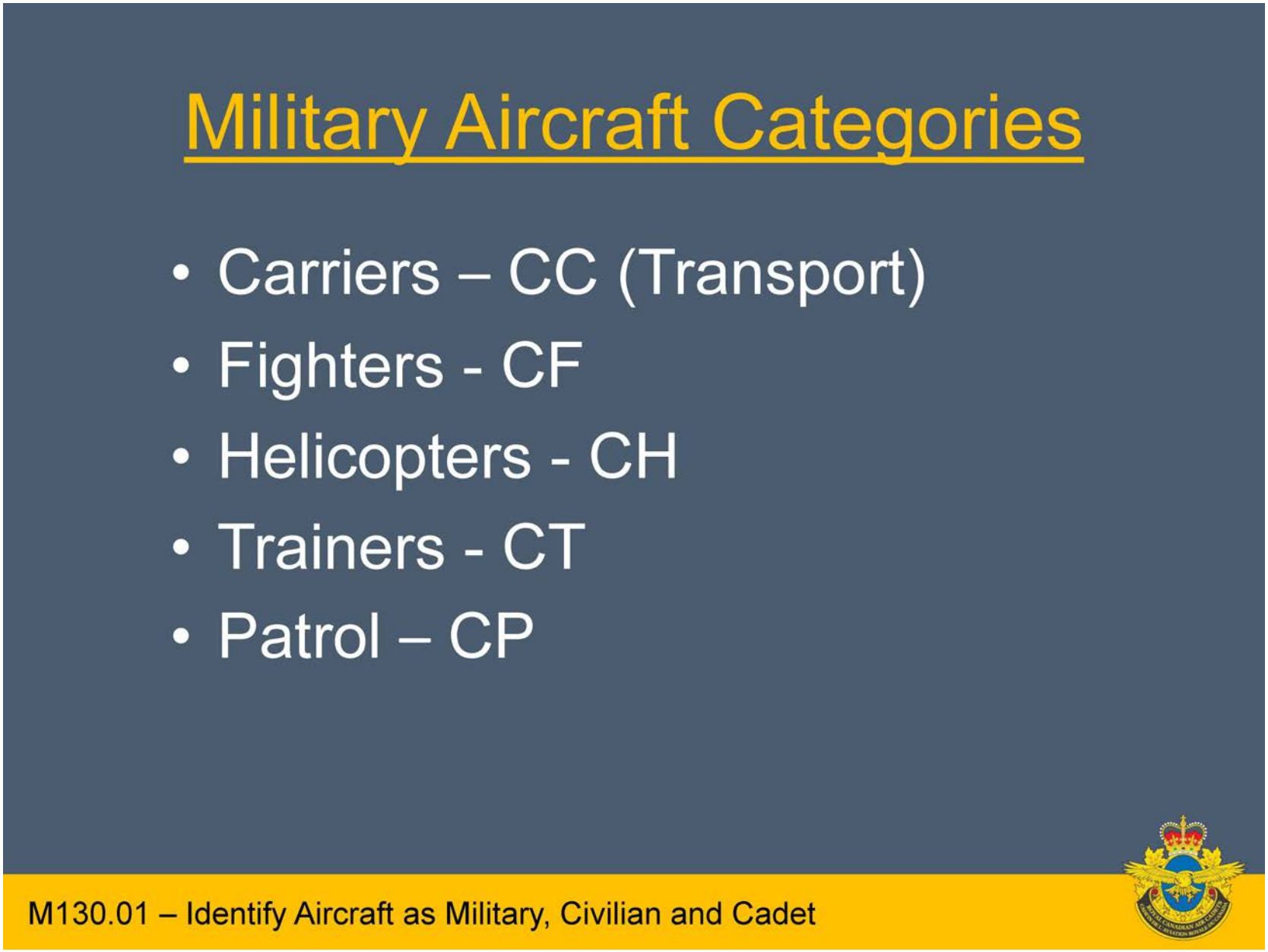
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CT-155 Hawk 	CT-156 Harvard II 	CP-140 Aurora 	CP-140A Arcturus 	Cessna 172 
Piper PA-28 Cherokee 	Boeing 737 	Airbus A320 	Bombardier 415 	Schweitzer SGS 2-33A 
	Bellanca Scout 	L19 Bird Dog – Cessna 305 (C305) 	Cessna 182P 	

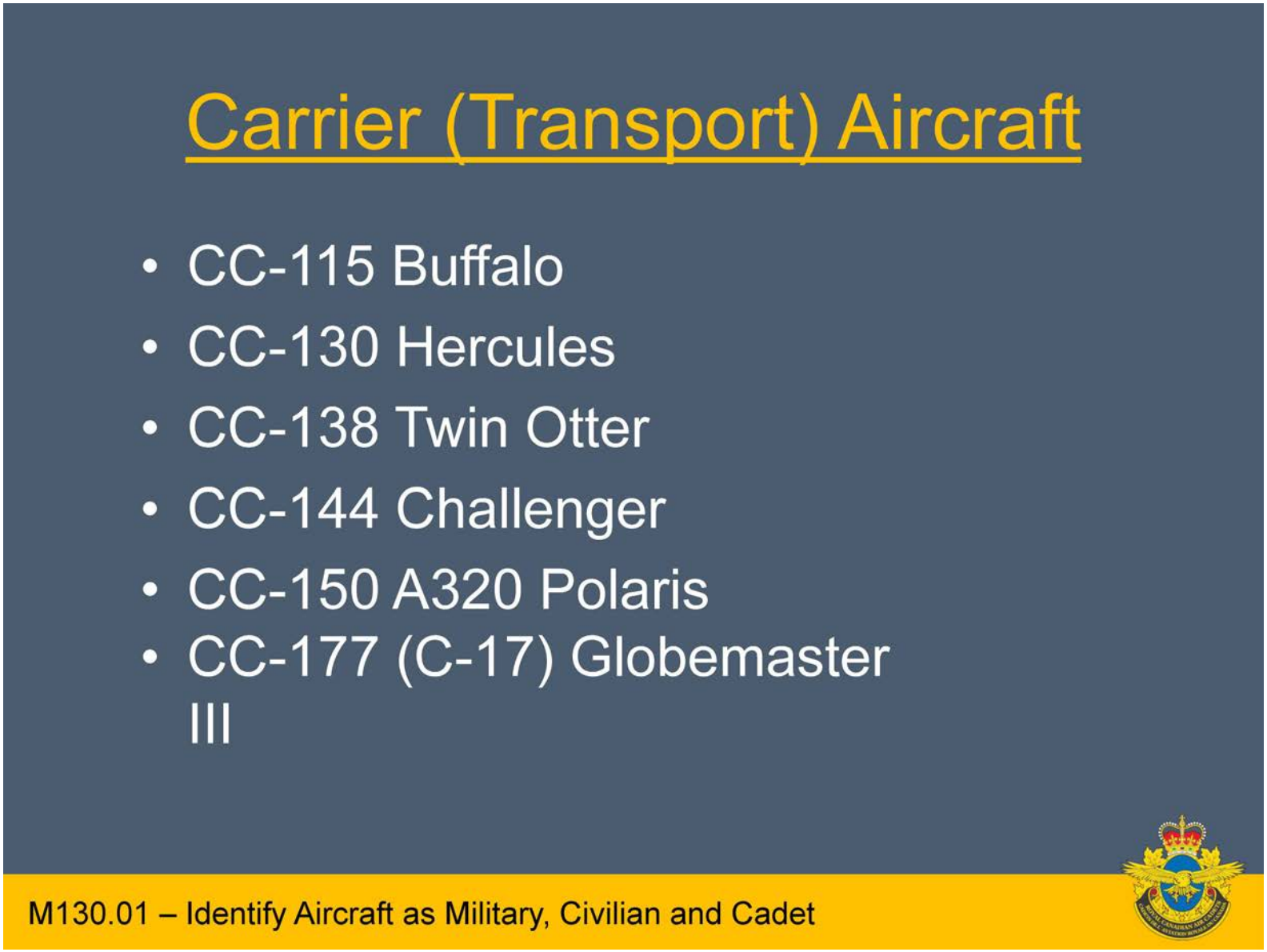
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CC-115 BUFFALO



M130.01 – Identify Aircraft as Military, Civilian and Cadet

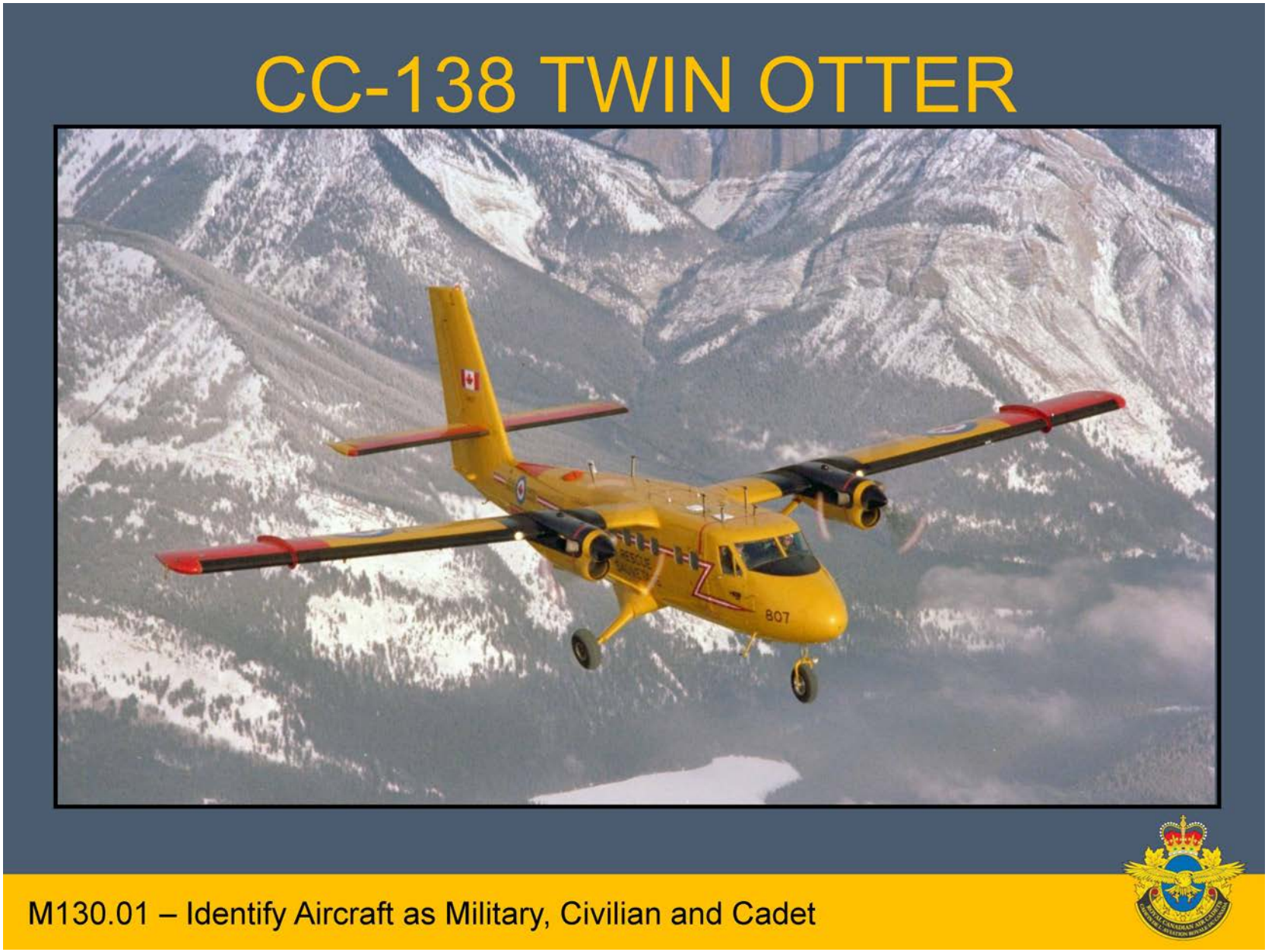
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CC-130 HERCULES



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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CC-144 CHALLENGER



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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CC-150 A320 POLARIS



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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CC-177 (C-17) GLOBEMASTER III



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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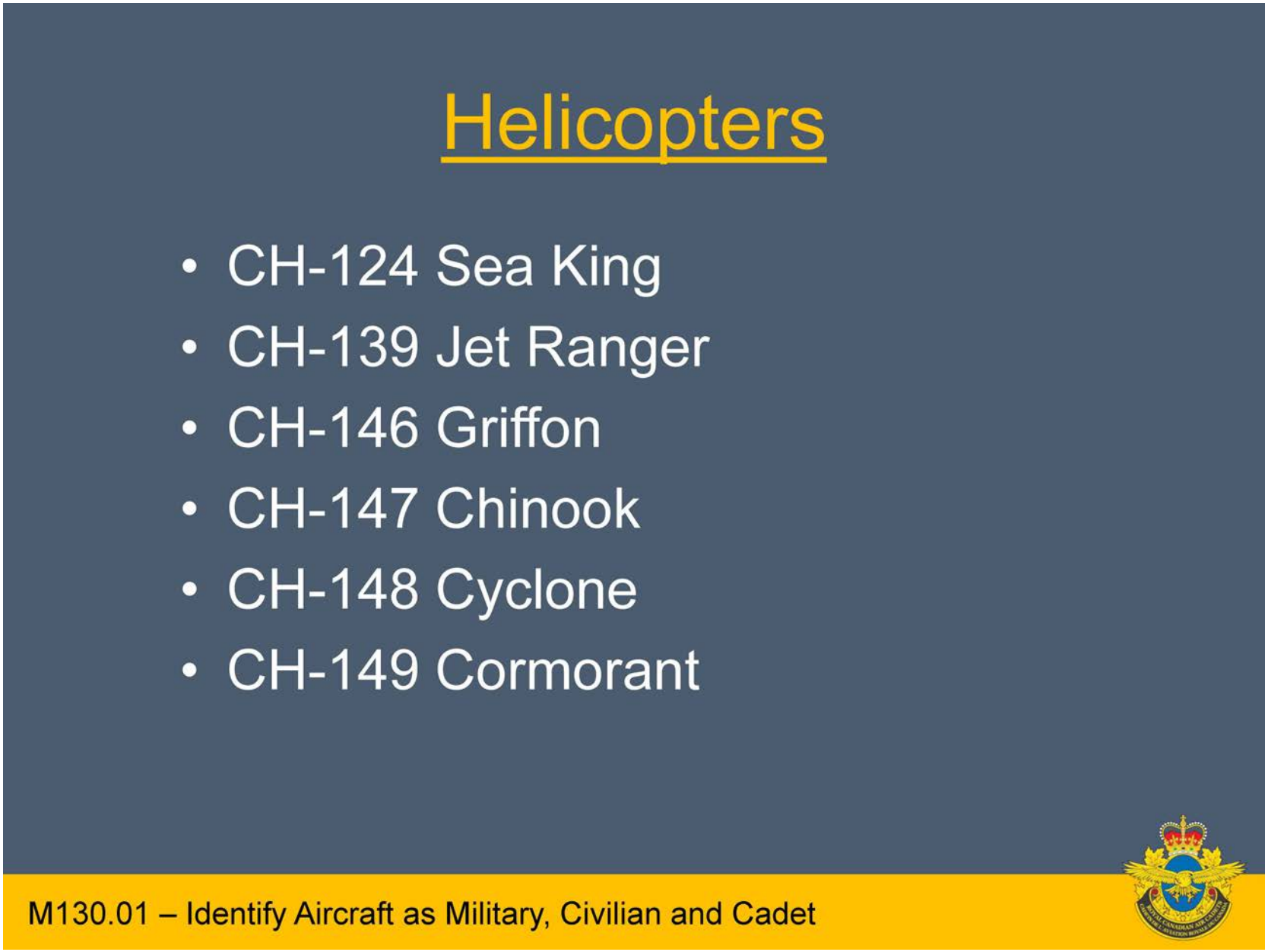
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CF-188 (CF-18) HORNET



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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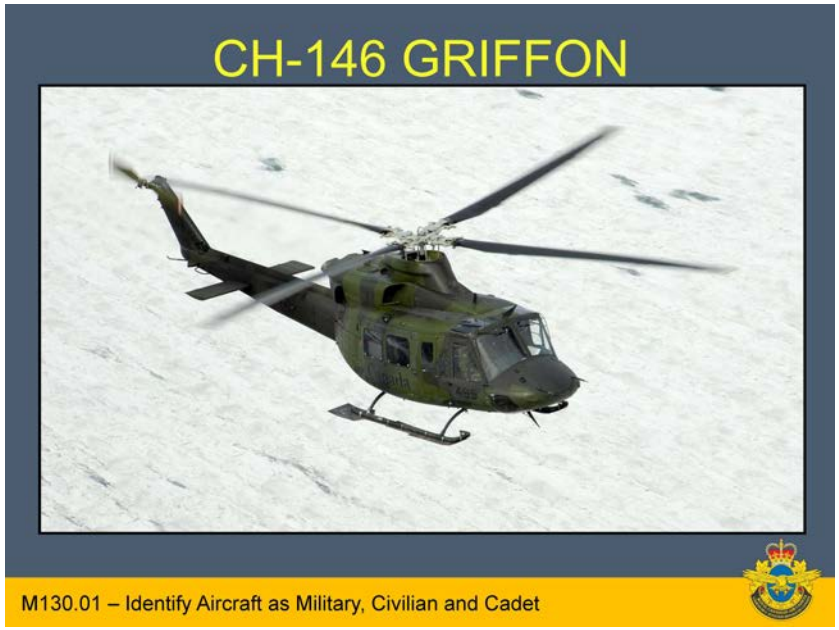


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CH-147 CHINOOK



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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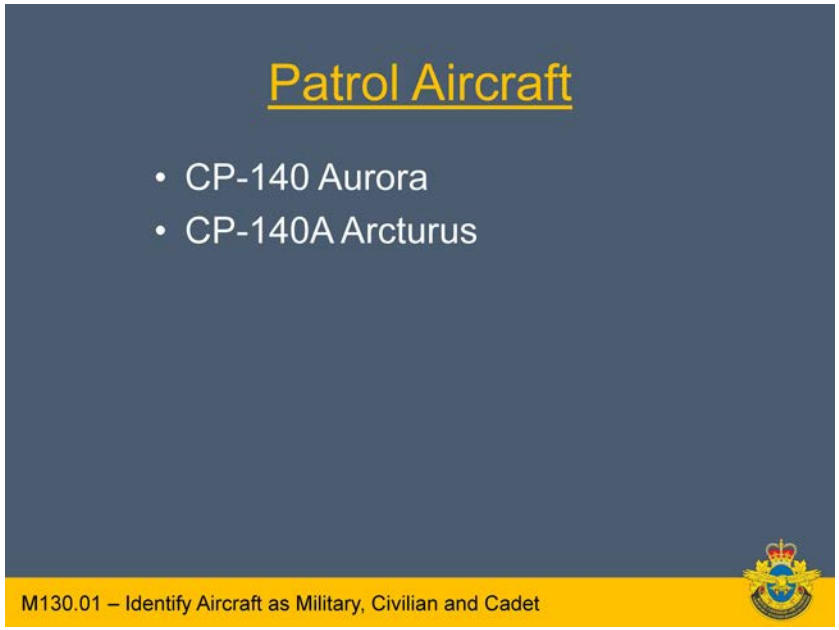
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CH-149 CORMORANT



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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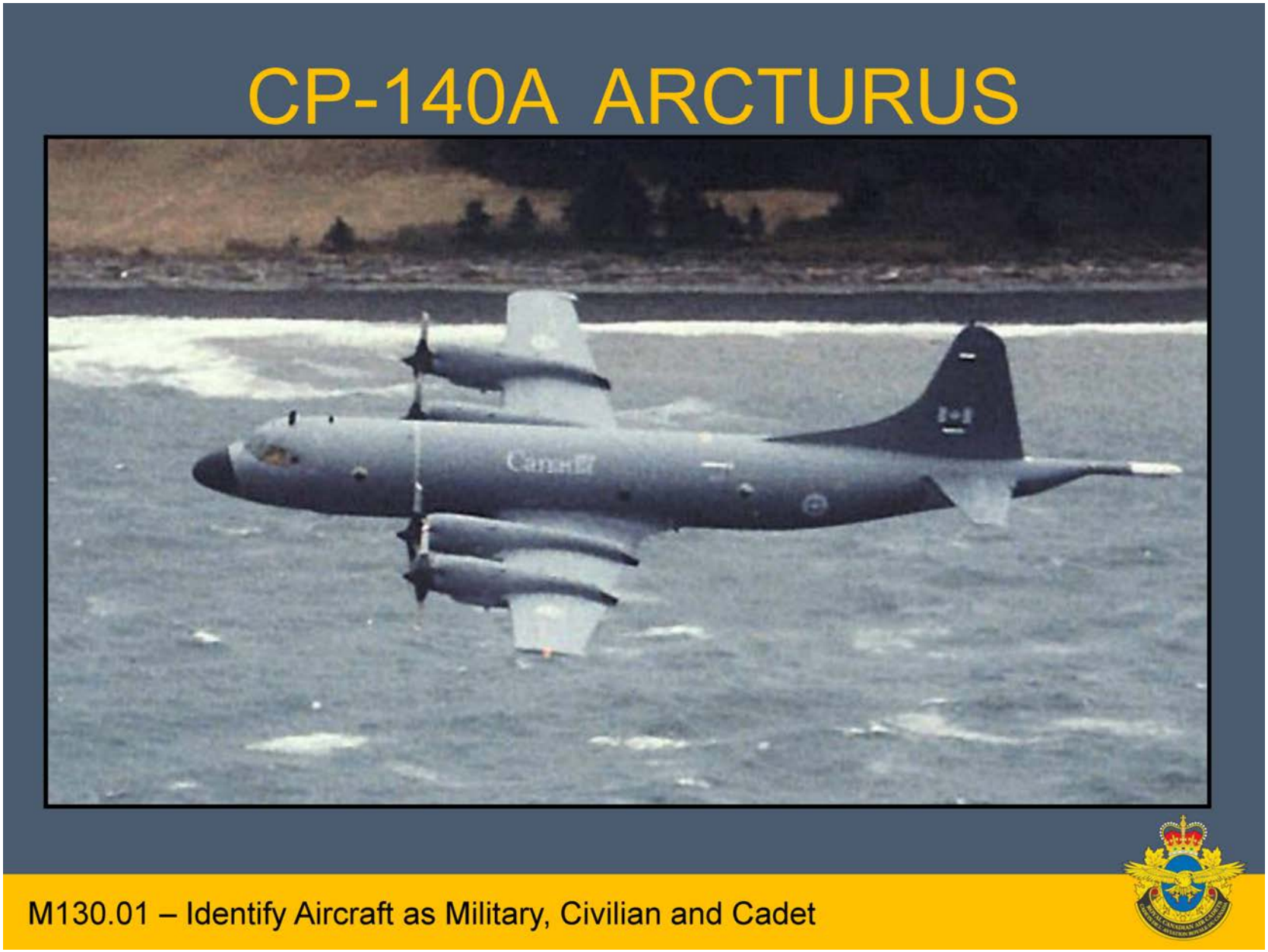
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CP-140 AURORA

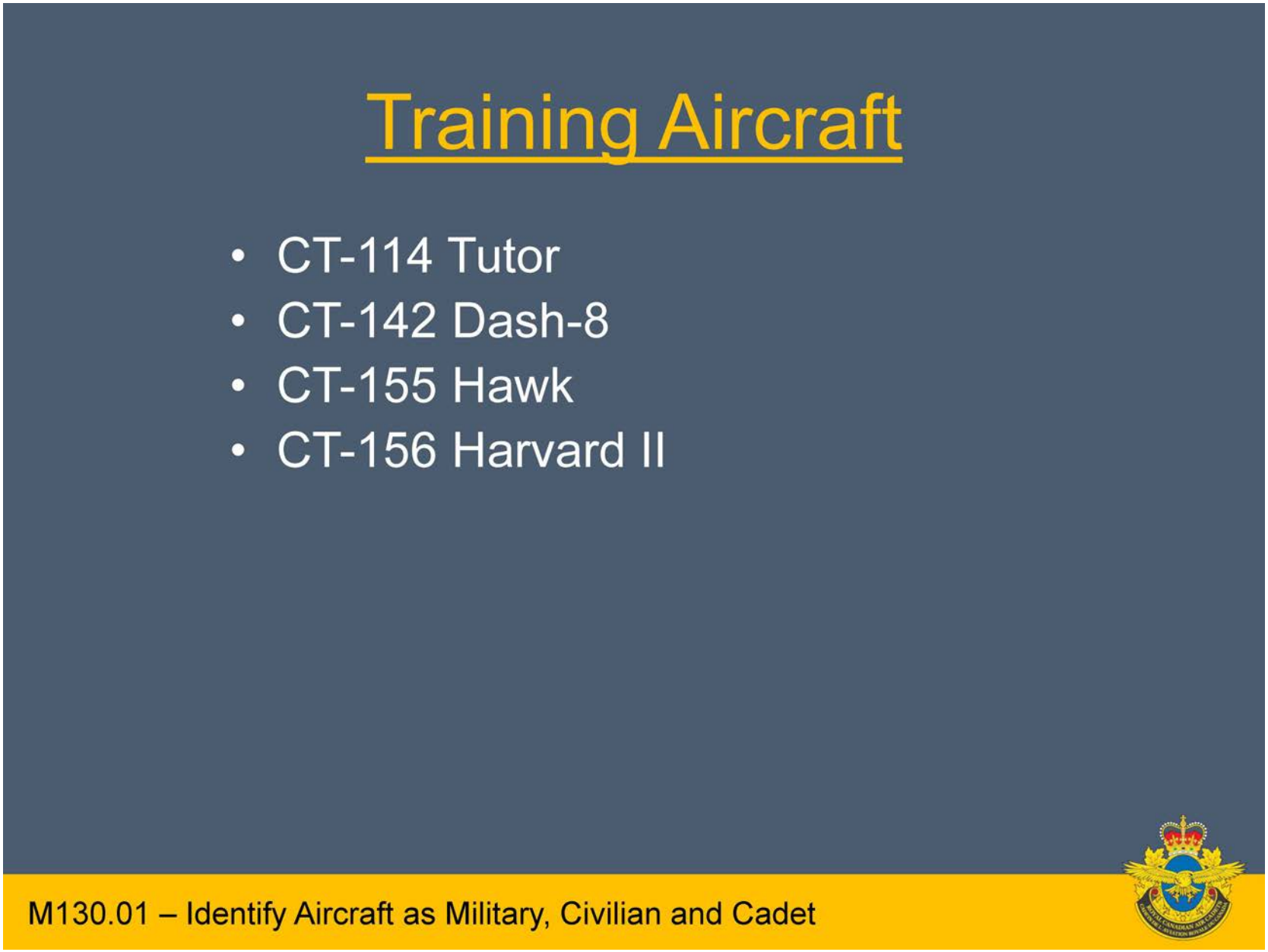


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CT-114 TUTOR



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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CT-142 DASH-8



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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CT-155 HAWK



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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CT-156 HARVARD II



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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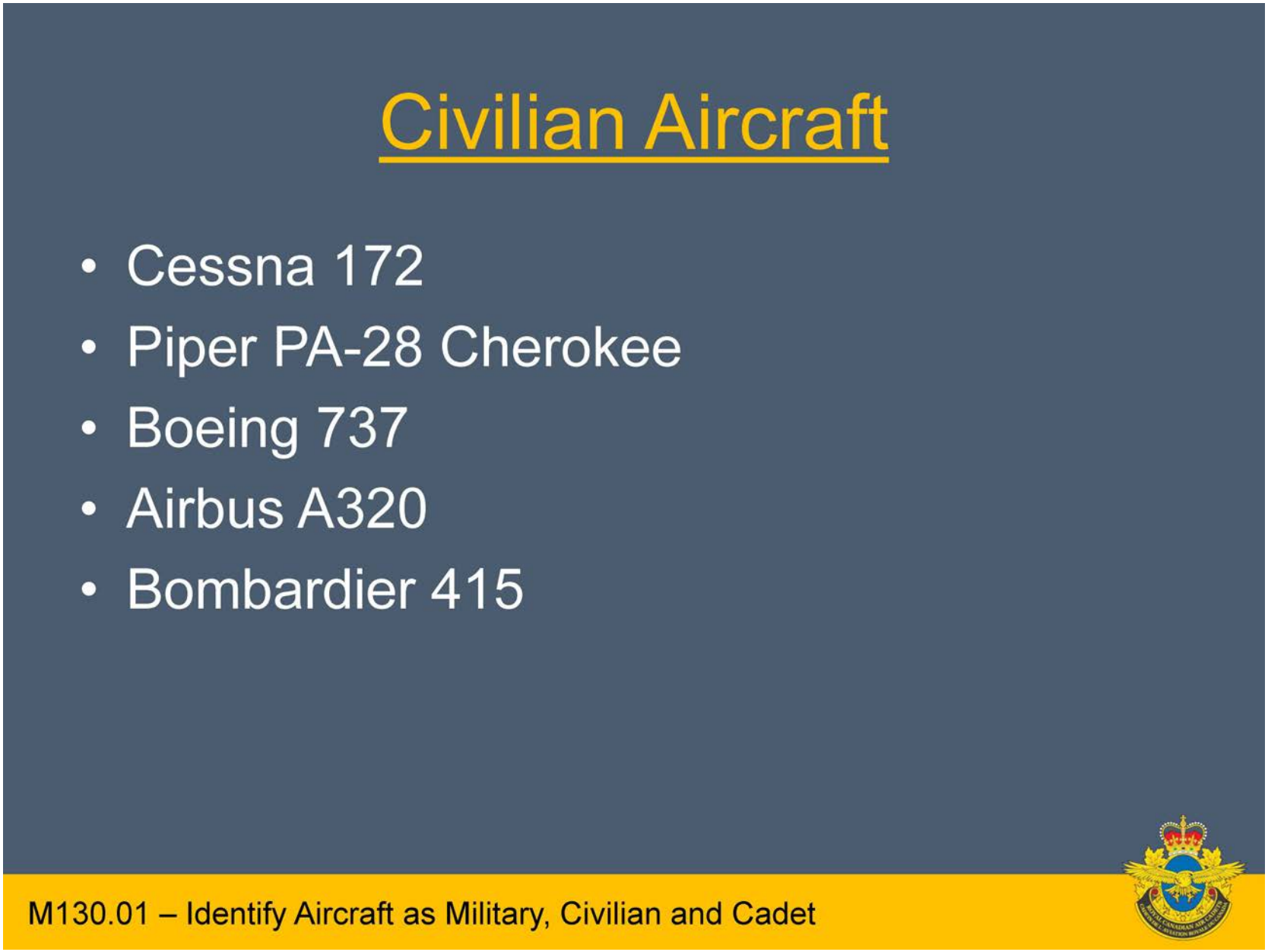
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PIPER PA-28 CHEROKEE



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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BOEING 737



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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AIRBUS A320



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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BOMBARDIER 415



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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SCHWEITZER SCG 2-33A



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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BELLANCA SCOUT 8 GCBC



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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L19 BIRD DOG – CESSNA 305



M130.01 – Identify Aircraft as Military, Civilian and Cadet

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