



FACT SHEET

CIVIL AIR PATROL FACT SHEET

O-2A/MO-2A SUPER SKYMASTER



CAP Photo courtesy 416th SOS Information Office

MISSION

O-2A – Forward Air Control, Observation
MO-2A – Special Mission Search & Rescue. Low Level Reconnaissance, Aerial Exploitation

FEATURES

The Cessna O-2A is an all metal, high wing, retractable gear aircraft incorporating twin tail booms and an engine mounted at the front and rear of its fuselage pod.

Derived from the civilian Cessna 337, the original O-2A was modified with under-wing hardpoints, a weapons delivery system, and military avionics. Currently, the MO-2A carry a sophisticated suite of mission avionics, to include forward-looking infrared (FLIR) & omni-directional hyperspectral visionics, dual radar altimeters, VHF, UHF, FM & SATCOM communications capabilities, and the PAVE VIGILANT special-mission SAR package. The cockpit is Night Vision Goggle (NVG) compatible.

BACKGROUND

Created as a faster, more robust airborne observation, surveillance and forward air control platform to replace the Cessna O-1 (L-19) Birdog, the O-2A was first flown by the USAF in 1966 in the form of an extensively modified Cessna 337 demonstrator model. Deliveries of the O-2A to the USAF began the following year. A total of 501 O-2As were delivered to the USAF. A second variant, the O-2B, was created for aerial psychological operations by the simple addition of speaker and amplifier equipment to civilian production Cessna 337s.

After the retirement of the USAF O-2A fleet to the Aircraft Maintenance and Regeneration Center at Davis Monthan AFB, AZ in the 1970s, several O-2A aircraft were acquired by Civil Air Patrol to determine their suitability for the SAR mission. Following extensive modification in the 1980s and 90s to both the airframe, powerplants, fuel, electrical and avionics systems, a "special mission" variant of the O-2A was created, but was not dubbed the MO-2A until after the introduction of the PAVE VIGILANT sensor suite in 1998.

The MO-2A is employed in the special-missions search and rescue, airborne patrol, low-level reconnaissance and aerial exploitation missions. As a twin-engine aircraft, it is particularly well suited to long-range overwater missions. Pilot transition from single- to multi-engine operation is eased by the MO-2A's centerline-thrust configuration.

As of September 2003, there are 14 O-2A and MO-2A aircraft in service with the Civil Air Patrol.

O-2A / MO-2A Fact Sheet

GENERAL CHARACTERISTICS

Primary Function: O-2A – Forward Air Control, MO-2A – Special Missions Search & Rescue

Contractor: Cessna Aircraft Corporation

Power Plant: 2 TCM IO-550B 6-cylinder piston engines

Power: 300hp each engine

Propeller: O-2A – 2 McCauley constant-speed full-feathering 2-bladed, MO-2A – 2 constant speed, full-feathering 3-bladed

Length: 29' 2"

Wingspan: 38' 0"

Height: 9' 5" (top of dorsal fin)

Empty Weight: 2,507 lbs

Maximum Gross Takeoff Weight: 5,500 lbs

Fuel Capacity:

Maximum Speed: 202kts at sea level

Cruise Speed: 145kts

Ceiling: 22,300 ft

Range: O-2A – 1,060 miles; MO-2A – 1,450 miles

Systems: Ground Proximity Warning System, FLIR, RADALT, Outerlink CP-2 flight following

Crew: 2

Date Deployed: 1966 (in CAP service: January 1974)

Unit Cost: \$102,000 (in 1966 dollars)

Inventory: Active AF: 0; CAP: 14

