**AIR CADET TRAINING ORDER (ACTO) 104**



**AIRCRAFT RECOGNITION COMPETITIONS**

Amendment Sheet

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| --- | --- | --- | --- |
| **Date** | **Amendment** | **Amended By** | **Version No** |
| 16/10/2017 | Insert Front Cover and Amendment Sheet | J Stones | 6.00 |
| 21/02/2018 | Annual update of syllabusesChange of terminology: U-16 and Open Competitions now referred to as U-16 and Open ClassesChange to the rules regarding eligibility on the basis of age – now determined by age on the day of the competitionChange to the rules regarding substitution to incorporate ageClarification to rules regarding individual entries | P Atkins | 7.00 |
| 08/03/2018 | Minor changes (in blue) to Annex A & B | P Atkin | 8.00 |
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**AIR CADET TRAINING ORDERS**

**TRAINING ORDER NO 104**

**AIRCRAFT RECOGNITION COMPETITIONS**

**SCOPE**

1. This ACTO becomes effective on 1 Nov 15 and is applicable to both the ATC and (except where stated otherwise) RAF Sections of the CCF. It sets out the arrangements for the Aircraft Recognition Competitions in both the ATC and CCF (RAF) culminating in the National Finals.

**INTRODUCTION**

2. The RAF Air Cadets National Aircraft Recognition Finals will be held each year – normally on the third or fourth weekend in November. The Finals are the culmination of separate ATC and CCF (RAF) competitions.

3. There are two separate classes to the competition as follows:

a. **Under-16 Class**. For each stage of the competition, any air cadet who has not reached their 16th birthday before the day of the competition is eligible to enter the under-16 Competition. For instance a cadet who whose 16th birthday fell on 30 Apr would be eligible to enter the Stage 1 competition on 29 Apr – but would not be eligible for the Stage 2 competition on, say, 1 May. This applies to all entrants – whether team or individual. **Under-16s may also enter the Open Class**.

b. **Open Class**. For each stage of the competition, any air cadet, regardless of age, is eligible to enter the Open Class, whether or not they are also an individual entrant or team member in the U-16 Class - provided that they are a current member of the RAF Air Cadets on the day of the competition. For example a cadet whose 20th birthday fell on 31 Oct would be eligible to enter the Stage 2 competition on 30 Oct – but would have “aged-out” before the Stage 3 competition in November. It is an “open to everyone” competition - **NOT an “Over-16” competition**.

Substitutions may be made for cadets who reach their 16th or 20th birthday between competition stages (see paras 10 and 11).

4. The preliminary competitions for the ATC and the CCF (RAF) will each take place annually in 2 stages as follows:

|  |  |  |
| --- | --- | --- |
|  | ATC | CCF (RAF) |
| Stage 1 | Wg Competitions | Area Competitions |
| Stage 2 | Rgnl Competitions | Air Squadron Trophy Final Competition |

5. Each competition is based on a team event for Sqn or Section teams of 3 cadets, and on an individual event in which all individuals making up the team compete automatically, but in which other individuals may also be entered; the team and individual events may be run concurrently.

**STAGE 1 COMPETITIONS**

6. Each Wg/Area is to hold a competition for which each Sqn/Section may enter teams of cadets - as directed by Wg/Area. These competitions are to be included with other cadet activity - for example, Wg training days - and travel or other public expenditure solely for the competition is not to be incurred. The winning Sqn/Section team (and the winning individual cadet, if not already a member of the winning team) is to be nominated for the next stage of the competition.

NB The team that goes forward is the winning Sqn/Sect team – not a composite Wg or Area team.

**STAGE 2 COMPETITIONS**

7. Each ATC Rgn is to hold a competition for the Sqn teams winning the Wg competition and for the best individual in the Wg, if that individual is not already a member of the winning team. The winners of the Rgnl stage are to be nominated for the National final. The Rgnl stage must be completed by mid-October each year.

8. The CCF (RAF) is to hold a competition for the Section teams winning their Area competition and for the best individual in each Area, if the cadet is not already a member of the winning team. The winning 2 teams from the Air Trophy Finals are to be nominated for the National Final by mid-October each year.

NB The teams that go forward to National Finals are Sqn and Sect teams – not composite Rgnl or Area teams.

**NATIONAL FINALS**

9. HQ RAFAC will oversee a competition for the winning teams and individuals from the Stage 2 competitions described at paragraphs 7 and 8. Details of the time and place will be promulgated each year.

NB The National Finals are no longer linked to the Air Britain Competition Final.

**INDIVIDUAL ENTRANTS**

10. At each stage of the competition, the highest scoring individual goes through to the next stage of the competition – whether they are a member of the winning team or not. If they are a member of the winning team they go through as a member of that team – ie. only 3 cadets go through to the next stage.

11. If the highest scoring individual is not a member of the winning team they go through to the next stage, in their own right, as an individual. Consequently, 4 cadets go forward to the next stage: the winning team of 3, and the winning individual. This is the ONLY circumstance in which 4 cadets can go forward.

NB The individual entrant is NOT there to make up the numbers. Every entrant has to earn their place.

**SUBSTITUTES**

12. It is a basic principle of the competition that the cadets that reach the National Final should have earned their places by winning at both Stage 1 and Stage 2. However, it is accepted that, through illness or other circumstances, a team member may be unavailable for the next stage of the competition – or a birthday may have rendered them ineligible.

13. Under these circumstances, provided sufficient notice is given, the Chief Judge may permit the substitution of another cadet **from the same Sqn/Sect**. However, the following conditions apply:

a. Permission to substitute a team member is entirely at the discretion of the Chief Judge.

b. Substitution may be permitted for one team member per team only. (Substitution is not permissible for an individual who is not a member of a team).

c. What constitutes “sufficient notice” is at the discretion of the Chief Judge for the stage and will depend on the circumstances: for example, a short notice substitution due to illness may be acceptable whereas a long-standing commitment would require considerably more notice.

d. For the National Finals, a Sqn or Sect that substituted a team member in Stage 2 of the competition may field either the original cadet or the substitute – but not both. However, the cadet not selected - and only that cadet - may, if necessary, be permitted to act as a substitute in the National Finals. (See sub-para e.)

e. If a Sqn or Sect that has substituted a team member in Stage 2 of the competition has a genuine reason to make a substitution for the National Finals they may (at the Chief Judges discretion and in accordance with sub-paras a-b) do so. However, the substitute must be either the cadet who acted as a substitute in Stage 2 or the original cadet for whom the substitution was made - depending which has already been selected for the team.

f In the case of a cadet becoming ineligible through age there is, under normal circumstances, no restriction to substituting at each stage. However, the principle that the cadets that reach the National Final should have earned their places by winning at both Stage 1 and Stage 2 is paramount. “Gamesmanship” will not be tolerated and any abuse of this rule may result disqualification of any or all of a unit’s entrants.

**SYLLABUS**

12. The syllabus, comprised of two lists of aircraft, will be promulgated by HQ RAFAC (TG3), updated annually.

13. At all three levels, aircraft for Under-16 competitions should be drawn from List 1 while aircraft for the Open Competitions should be drawn from both List 1 and List 2.

14. Lists 1 and 2 are provided at Annexes 1 and 2 respectively. NB These lists are revised annually.

**COMPETITION FORMAT**

15. At every Stage of the Competition, in each Class (Under 16 and Open) there must be 30 views of different aircraft selected from the appropriate syllabus (List 1 for the U-16 Class and both list 1 and 2 for the Open Class) with 3 additional “tie-breaker” views which will only count towards an individual’s score in the event of a tie for first or second place. The views must be presented on 35mm slides or in PowerPoint format projected on a screen in a size appropriate to the room and viewing distance. At least 18 out of the 30 will be of military aircraft. Each view will be exposed for up to 2 seconds. The two competitions (U-16 and Open) may be run concurrently, if time constraints require this.

16. Stage 1 and 2 competitions are to follow same format as the National Finals, except that exposure times may be increased to 4 seconds maximum at Stage 1 finals and 3 seconds at Stage 2.

**MARKING**

17. One point will be awarded for the correct identification of the basic type of the aircraft shown.

 a. The aircraft's mark or series is not needed, except where there might be an ambiguity without it. For example "Mirage" covers a range of several widely-differing types, therefore the mark must be given - eg "Mirage F1", "Mirage 2000". Nevertheless, in general a name or a letter/number designation is normally sufficient - eg "Hawk"; either "F-16" or "Fighting Falcon"; "Sentinel"; either "C-5" or "Galaxy"; etc

 b. Where a competitor chooses to give both the name and the designation, there must be no conflict between the two - eg for a view of an F-15 Eagle, the answers "F-15", "Eagle", "F-15 Eagle" are acceptable, but answers such as "F-15 Fighting Falcon” or "F-16 Eagle" are not

 c. For former Soviet or Warsaw Pact aircraft, the NATO reporting name and the letter/number designation (eg "FULCRUM", "MIG-29") are equally acceptable.

**FINANCE**

18. **Travel.** Cadets representing their Wg at Rgnl competitions, or their Rgn at the National competition, may travel at public expense in accordance with the appropriate travel regulations current at the time, as may the supervising adult in charge of each party, and adults nominated to run Regional competitions and the National competitions.

19. **Vounteer Allowance.** Volunteer Allowance for ATC adult staff concerned solely in the running of, or attendance at, these competitions is not admissible, except that at Rgnl/Corps meetings, if cadets are obliged to be accommodated overnight, one adult member of staff may be detailed by Rgnl HQ or HQ RAFAC (TG3) for the supervision and disciplinary control of all the cadets; and he or she may receive one day's Volunteer Allowance if uniformed staff.

20. **Budgets.** Travel allowances paid under para 10 are to be met from Wg and Rgn budgets for Rgnl finals, and HQ RAFAC central budget for the National Final.

**TROPHIES AND MEMENTOS**

21. The winners and runners-up at each National Competition will be presented with the team and individual trophies at the conclusion of the contest. These are as follows:

a. The Spitfire Trophy - awarded to the highest scoring cadet in the Open Class

b. The Heracles Trophy – awarded to the winning team in the Open Class

c. Trophies will also be awarded to:

(1) The highest scoring cadet team in the U-16 Class

(2) The winning team in the U-16 Class.

d. Medals, in “Gold” and “Silver” respectively, will be awarded to the winners and runners-up (both team and highest scoring individual) in each class.

Due to their intrinsic value and consequent insurance requirements the Trophies cannot be retained by the winners and will be displayed at HQ RAFAC.

22. As soon as practicable after the National Finals the winners and runners up in each of the National competitions will each receive a certificate. An additional copy of the certificates will be provided for the winners and runners-up units.

Annexes:

A. Aircraft Recognition Syllabus List 1 (effective 21 Feb 18)

B. Aircraft Recognition Syllabus List 2 (effective 21 Feb 18)

**ANNEX A
TO ACTO 104**

**AIRCRAFT RECOGNITION SYLLABUS LIST 1**

(This list is effective from 21 Feb 18 – items in blue updated 1 Mar 18)

Aircraft for all Under-16 Competitions at all three levels must be drawn from THIS LIST **ONLY**.

|  |
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| **U16 Syllabus - 2018** |
| **No** | **Aircraft** | **Manufacturer** | **Additional Information** |
| **Group 1: Jet, Fuselage Engine(s)** |
| 1 | MB-339 | Aermacchi |   |
| 2 | AMX | AMX International |  A-11 Ghibli |
| 3 | Hawk | BAe | Goshawk T45 100 |
| 4 | Hawk 200 | BAe |   |
| 5 | Harrier II | BAe (McDonnell Douglas) | AV-8B, TAV-8B |
| 6 | Hornet | Boeing | F/A-18 A/B/C/D CF-18 |
| 7 | Hornet | Boeing | F/A-18 E/F |
| 8 | Growler | Boeing (McDonnell Douglas) | EA-18G |
| 9 | Eagle | Boeing (McDonnell Douglas) | F-15 |
| 10 | Aviojet | Casa  | C-101 |
| 11 | Mirage F1 | Dassault |   |
| 12 | Alpha Jet | Dassault / Dornier |   |
| 13 | Prowler | Grumman | EA-6B |
| 14 | Fighting Falcon | Lockheed Martin | F-16 |
| 15 | Lightning II | Lockheed Martin | F-35 A/B |
| 16 | Raptor | Lockheed Martin | F-22 |
| 17 | U2S | Lockheed Martin | TR-1 |
| 18 | Foxbat | Mikoyan-Guryevich | Mig-25 |
| 19 | Foxhound | Mikoyan-Guryevich | Mig-31 |
| 20 | Fulcrum | Mikoyan-Guryevich | Mig-29/35 |
| 21 | Spirit | Northrop | B-2A |
| 22 | Saab 105 | Saab | SK-60 |
| 23 | Flanker | Sukhoi | Su-27/30/33 |
| 24 | Fullback | Sukhoi | Su-32/34 |
| 25 | Frogfoot | Sukhoi | Su-25 |  | Boeing (McDonnell Douglas) | EA18G |
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| **Group 2: Jet, Swept Wing, Wing Mounted Engines** |
| 26 | A300 | Airbus |   |
| 27 | A310 | Airbus |  A310 MRTT/CC-150/Polaris |
| 28 | A318 | Airbus |   |
| 29 | A319 | Airbus |   |
| 30 | A320 | Airbus |   |
| 31 | A321 | Airbus |   |
| 32 | A330 | Airbus |  |
| 33 | A340 | Airbus |   |
| 34 | A350 | Airbus |  Airbus XWB |
| 35 | A380 | Airbus |   |
| 36 | Voyager | Airbus | A330 MRTT / KC-30 / Phoenix |
| 37 | Coaler | Antonov | An-72/An-74 |
| 38 | Condor  | Antonov | An-124 |
| 39 | BAe146 | BAe | RJ-85/100 |
| 40 | 707 | Boeing  |   |
| 41 | 737 | Boeing  | 737-200 to 737 -900/Clipper/C-40 |
| 42 | 747 | Boeing  |   |
| 43 | 747-SP | Boeing  |   |
| 44 | 747-404 (LCF) | Boeing  | Dreamlifter |
| 45 | 757 | Boeing  |  C-32 |
| 46 | 767 | Boeing  |  |
| 47 | 777 | Boeing  |   |
| 48 | 787 | Boeing  | Dreamliner |
| 49 | Mercury | Boeing | E6 Hermes |
| 50 | Rivet Joint | Boeing | RC-135W |
| 51 | Sentry | Boeing  | E-3 |
| 52 | Joint Stars | Boeing | E8 |
| 53 | Stratofortress | Boeing  | B-52 |
| 54 | Stratotanker | Boeing  | KC-135 C-135F KC-137 KC-707 |
| 55 | Wedgetail | Boeing | B737AEW EA7A Peace Eagle |
| 56 | Poseidon | Boeing | P8 |
| 57 | KC-767 | Boeing |  KC46/Pegasus |
| 58 | E-767 | Boeing |   |
| 59 | Globemaster III | Boeing (McDonnell Douglas) | C-17 |
| 60 | Candid | Ilyushin | IL-76  |
| 61 | Midas | Ilyushin | IL-78 |
| 62 | Galaxy | Lockheed Martin | C-5M |
| 63 | KC-10 | McDonnell Douglas | Extender |
| 64 | MD11 | McDonnell Douglas |  |
| **Group 3: Jet, Rear Engines** |
| 65 | BAe 125 | BAe | Dominie / Hawker 1000 |
| 66 | 727 | Boeing |   |
| 67 | Sentinel R1 | Bombardier |   |
| 68 | Global Express | Bombardier |   |
| 69 | Falcon 20 | Dassault | 200 HU-25 Guardian |
| 70 | ERJ 135/145 | Embraer |   |
| 71 | EMB R99A | Embraer |   |
| 72 | EMB R99B | Embraer |   |
| 73 | EMB 500 | Embraer | Phenom 100 |
| 74 | Thunderbolt II | Fairchild Republic | A10 A/C |
| **Group 4: Jet, Delta Wing / Variable Geometry** |
| 75 | Mirage 2000 | Dassault |   |
| 76 | Rafale | Dassault |   |
| 77 | Typhoon | Eurofighter | EF 2000 |
| 78 | Fishbed | Mikoyan-Guryevich | Mig-21/Mig-21U Mongol |
| 79 | Flogger | Mikoyan-Guryevich | Mig-23/27 |
| 80 | Tornado | Panavia | GR4/IDS |
| 81 | Lancer | Rockwell | B-1B |
| 82 | Grippen | Saab | JAS-39 |
| 83 | Fencer | Sukhoi | Su-24 |
| 84 | Backfire | Tupolev | Tu-22M |
| **Group 5: Twin Propellers, Low/Mid Wing** |
| 85 | Jetstream | BAe | 31 |
| 86 | Jetstream | BAe | 41 |
| 87 | (Super) King Air | Beechcraft | B200/C12/Huron |
| 88 | Atlantic | Dassault (Breguet) |  Br1150/Atlantic II |
| 89 | Dakota | Douglas | DC3/C47/C53/C117/Skytrain |
| **Group 6: Twin/Triple Propellers, High Wing** |
| 90 | CN-235 | Airtech/Airbus |  CN-295/HH-144/Ocean Sentry |
| 91 | G-222 | Alenia | C-27 Spartan |
| 92 | Cline | Antonov | An-32 |
| 93 | Clank | Antonov | An-30 |
| 94 | Coke | Antonov | An-24 |
| 95 | Curl | Antonov | An-26 |
| 96 | Islander | Britten Norman | BN-2 Defender |
| 97 | Trislander | Britten Norman |   |
| 98 | Aviocar | Casa  | C-212 |
| 99 | F-50/60 | Fokker |   |
| 100 | Greyhound | Grumman | C-2 |
| 101 | Hawkeye | Northrop Grumman | E-2C |
| 102 | C-160 | Transall |   |
| **Group 7: Four Propellers** |
| 103 | Cub | Antonov | An-12 |
| 104 | Lancaster | Avro |   |
| 105 | May | Ilyushin | IL-38 |
| 106 | Orion | Lockheed  | P-3C CP-140 Aurora |
| 107 | Hercules | Lockheed Martin | C-130 L100 |
| 108 | Bear | Tupolev | Tu-95/142 |
| **Group 8: Single Propeller, Low Wing, Retractable Undercarriage** |
| 109 | Tucano | Embraer | EMB-312 |
| 110 | Prefect T1 | Grob | G 120TP |
| 111 | Hurricane | Hawker |   |
| 112 | PC-9 | Pilatus |  Texan II |
| 113 | Spitfire | Supermarine |   |
| 114 |
| 114 | Tutor | Grob | G 115E |
| 115 | Vigilant T1 | Grob | G 109 |
| **Group 10: Single Propeller, High Wing** |
| 116 | C150 | Cessna | C152 |
| 117 | Supporter | Saab | MFI-17 |
| **Group 11: Amphibians, Biplanes and Twin Boom** |
| 118 | Altair | Beriev  | Be200 |
| 119 | Mail | Beriev | Be12 |
|  |
| **Group 12: Helicopters** |
| 120 | Gazelle | Aerospatiale | SA-341/342 |
| 121 | Puma | Aerospatiale | SA-330 |
| 122 | Super Puma | Aerospatiale | SA-532 Cougar |
| 123 | AW-109 | Agusta Westland | AW-109E Power/Power Elite |
| 124 | A-129 | Agusta Westland | Mangusta |
| 125 | AW-149 | Agusta Westland |   |
| 126 | Griffin | Bell | 412/CH416/Griffon |
| 127 | Huey Cobra | Bell | AH-1 Super Cobra |
| 128 | Iroquois | Bell | UH-1 204 |
| 129 | Osprey | Bell | V-22 |
| 130 | Apache | Boeing | AH-64 |
| 131 | Chinook | Boeing | CH-47 |
| 132 | BO-105 | Bolkow (MBB) |  |
| 133 | Merlin | Agusta Westland | EH-101/Cormorant |
| 134 | Dauphin | Eurocopter | AS-365 AS-565 Panther |
| 135 | Ecureuil | Eurocopter | AS-350 Squirrel AS-555 Fennec |

**ANNEX B
TO ACTO 104**

**AIRCRAFT RECOGNITION SYLLABUS LIST 2**

(This list is effective from 21 Feb 18 – items in updated 1 Mar 18)

Aircraft for Open Competitions at all three levels must be drawn from both this list **AND** List 1.

|  |  |  |  |
| --- | --- | --- | --- |
| **No** | **Aircraft** | **Manufacturer** | **Additional Information** |
| **Group 1 (Jet, Fuselage Engine(s)** |
| 1 | Albatros | Aero Vodochody | L-39 L-59 |
| 2 | Freedom Fighter | Northrop | F-5 Tiger II |
| **Group 2 (Jet, Swept Wing, Wing Mounted Engines)** |
| 3 | AN-148 | Antonov |   |
| 4 | Mainstay | Beriev (Ilyushin) | A50 |
| 5 | Dornier 328 Jet | Dornier (Fairchild) |   |
| 6 | Embraer 170/190 | Embraer | E175 E195 |
| 7 | Camber | Ilyushin | IL-86/IL-80/Maxdome |
| 8 | IL-96 | Ilyushin |   |
| 9 | Tu-204 | Tupolev | Tu-214 |
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|  |  |  |  |
| **Group 3 (Jet, Rear Engines)** |
| 10 | Boeing 717 | Boeing | MD-80 MD-90 |
| 11 | BD-100 | Bombardier Canadair | Challenger 300 |
| 12 | Challenger | Bombardier Canadair | CL-600 601 604 |
| 13 | CRJ100/200 | Bombardier Canadair |   |
| 14 | CRJ700 | Bombardier Canadair | CRJ900/CRJ1000 |
| 15 | Learjet 45 | Bombardier Learjet |   |
| 16 | Citation I | Cessna | 500 |
| 17 | Citation III/VI/VII | Cessna | 650 |
| 18 | Citation X | Cessna | 750 |
| 19 | Falcon 10 | Dassault | 100/MER |
| 20 | Falcon 900  | Dassault |   |
| 21 | Fokker 70 | Fokker | Fokker 100 |
| 22 | Gulfstream II/III | Grumman | G-1159 C20A |
| 23 | Gulfstream IV/V | Gulfstream Aerospace | C-37A |
| 24 | G 100 | Gulfstream Aerospace | C-38A Astra |
| 25 | G 200 | Gulfstream Aerospace |   |
| 26 | Classic | Ilyushin | IL-62 |
| 27 | Learjet 35 | Learjet | C-21A U-36A |
| 28 | Learjet 55/60 | Learjet |   |
| 29 | Beechjet 400 | Raytheon |  |
| 30 | Careless | Tupolev | Tu-154 |
| 31 | Crusty | Tupolev | Tu-134  |
| 32 | Clobber | Yakovlev | Yak 42 |
| **Group 4 (Jet, Delta Wing / Variable Geometry)** |
| 33 | Fitter | Sukhoi | Su-17/20/22 |
| 34 | Blackjack | Tupolev | Tu-160 |
| **Group 5 (Twin Propellers, Low/Mid Wing)** |
| 35 | ATP | BAe |   |
| 36 | Beech 1900C | Beech |   |
| 37 | Beech 1900D | Beech |   |
| 38 | Beech 99 | Beech |   |
| 39 | Titan | Cessna | 404/C-28 |
| 40 | King Air | Beech Raytheon | 90/100 |
| 41 | King Air | Beech Raytheon | 350  |
| 42 | Bandeirante | Embraer | EMB-110 |
| 43 | Brasilia | Embraer | EMB-120 |
| 44 | Xingu | Embraer | EMB-121 |
| 45 | Metro | Fairchild (Swearingen) | C-26 Merlin |
| 46 | Aztec/Apache | Piper | PA-23 U11A |
| 47 | Cheyenne III | Piper | PA-42 |
| 48 | Navajo | Piper | PA-31 |
| 49 | Seneca | Piper | PA-34 |
| 50 | Saab 2000 | Saab |  AEW&C |
| 51 | Saab 340 | Saab | TP100 S100D AEW&C |
| **Group 6 (Twin/Triple Propellers, High Wing)** |
| 52 | Cash | Antonov (PZL) | An-28 M-28 Bryza C-145 Skytruck |
| 53 | ATR-42 | Avions de Transport Regional | ATR-72 |
| 54 | Dash 8 | De Havilland Canada |  CC-142/E-9/Widget  |
| 55 | Twin Otter | De Havilland Canada | DHC-6 |
| 56 | Dornier 228 | Dornier |   |
| 57 | Dornier 328 | Dornier (Fairchild) | C-146/Wolfhound |
| 58 | Turbolet | Let | L-410 |
| 59 | Avanti | Piaggio | P-180 |
| 60 | AN132 | Antonov/Taqnia |  |
| 61 | Shorts 330 | Shorts | C-23 Sherpa |
| 62 | Shorts 360 | Shorts |   |
| 63 | Skyvan | Shorts | SC-7 |
| **Group 7 (Four Propellers)**  |
| 64 | Spectre | Lockheed | AC-130 |
| 65 | Coot-B | Ilyushin | IL-20 |
| 66 | A400M | Airbus | Atlas |
| 67 | Dash 7 | De Havilland Canada | DHC-7/CC-132 |
| 68 | AN-70 | Antonov |   |
| **Group 8 (Single Propeller, Low Wing, Retractable Undercarriage)** |
| 69 | PC-7 | Pilatus |  |
| 70 | PC-12 | Pilatus |   |
| 71 | PC-21 | Pilatus |   |
| 72 | Arrow III | Piper | PA-28R |
| 73 | Epsilon | Socata | TB-30 |
| 74 | TBM-700 | Socata |   |
| **Group 9 (Single Propeller, Low Wing, Fixed Undercarriage)** |
| 75 | Cheetah | Grumman American | AA-5 Traveller Tiger 15 |
| 76 | Cherokee | Piper | PA-28 Warrior II |
| 77 | Tomahawk | Piper | PA-38 |
| 78 | Firefly | Slingsby | T-67 |
| **Group 10 (Single Propeller, High Wing, Fixed Undercarriage)** |
| 79 | C172 | Cessna | C175 Skyhawk Cutlass |
| 80 | C177 | Cessna | Cardinal |
| 81 | C210 | Cessna | Centurion |
| 82 | Beaver | De Havilland Canada |   |
| 83 | PC-6 | Pilatus | Turbo Porter |
| **Group 11 (Amphibians, Biplanes & Twin Booms)** |
| 84 | Colt | Antonov |  An-2 |
| 85 | CL-215 | Canadair |   |
| 86 | CL-415 | Canadair |   |
| **Group 12 (Helicopters)** |
| 87 | AB 139 | Agusta Bell |  |
| 88 | Wildcat | Agusta Westland |  AW-159 |
| 89 | 212 | Bell |  |
| 90 | 214 | Bell |  214ST |
| 91 | 222 | Bell |   |
| 92 | 407 | Bell |  |
| 93 | Kiowa | Bell | 206 OH-58 Jet Ranger |
| 94 | Long Ranger | Bell | 206L |
| 95 | EC-135 | Eurocopter |  |
| 96 | EC-145 | Eurocopter | BK117 H145 |
| 97 | EC-155 | Eurocopter |   |
| 98 | Tiger | Eurocopter | AS-665 |
| 99 | Helix | Kamov | Ka-27 28 31 32 |
| 100 | Hokum | Kamov | Ka-50 52 |
| 101 | Cayuse | MD Helicopters | 500 OH-6 |
| 102 | MD-520N | MD Helicopters |   |
| 103 | MD-600N | MD Helicopters |  |
| 104 | MD-900 | MD Helicopters |  |
| 105 | Halo | Mil | Mil-26 |
| 106 | Havoc | Mil | Mil-28 |
| 107 | Haze | Mil | Mil-14 |
| 108 | Hind | Mil | Mil -24/Mil-35 |
| 109 | Hip | Mil | Mil -17/Mil-8 |
| 110 | NH-90 | Agusta Westland |  |
| 111 | R-22 | Robinson |   |
| 112 | R-44 | Robinson |   |
| 113 | Schweizer 300 | Schweizer (Hughes) | Hughes 300 |
| 114 | S-61N | Sikorsky | SH-3 Sea King |
| 115 | S-76 | Sikorsky |   |
| 116 | Sea Stallion | Sikorsky | S-65 CH-53 |
| 117 | Super Sea Stallion | Sikorsky | S-80 SH-53 MH-53 |
| 118 | S-92 | Sikorsky | CH-148 Cylone |
| 119 | UH-60 | Sikorsky | Blackhawk |
| 120 | S70B | Sikorsky | Seahawk/Jayhawk |