

# UNITED STATES MILITARY AIRCRAFT

by Jos Heyman

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## Undesignated Aircraft Cu-F

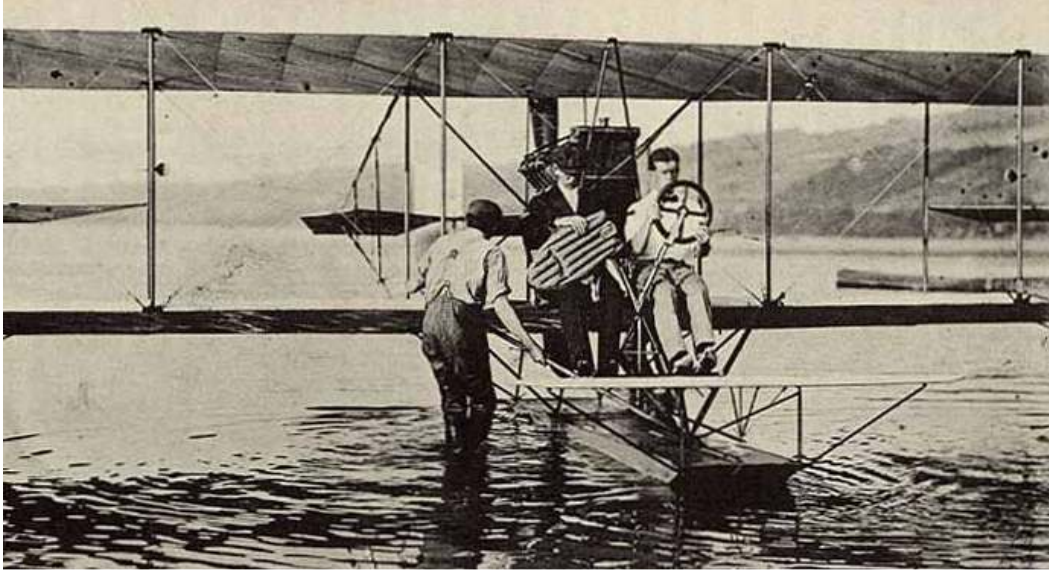
Last updated: 1 June 2015

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## Curtiss A-1 Triad

### Specifications:

span: 37', 11.28 m  
length: 28'7", 8.71 m  
engines: 1 Curtiss V8  
max. speed: 60 mph, 97 km/h



*(Source: US Navy, via [earlyaeroplanes.com/archive](http://earlyaeroplanes.com/archive))*

The designation **A-1** was a US Navy serial rather than a designation and the Curtiss model number, if any, is not known. This was the first aircraft purchased by the US Navy and it was ordered on 8 May 1911 and flew for the first time on 1 July 1911. It was a floatplane and was later serialised AH-1.

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## Curtiss A-2

Specifications:

span:

length:

engines:

max. speed:



*(Source: Aerofiles.com)*

The designation **A-2** was a US Navy serial rather than a designation and the Curtiss model number, if any, is not known. It was a floatplane delivered in 13 July 1911. In November 1913 it was converted as the Over Water and Land (OWL) flying boat and given serial E-1, later AX-1.

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## Curtiss A-3

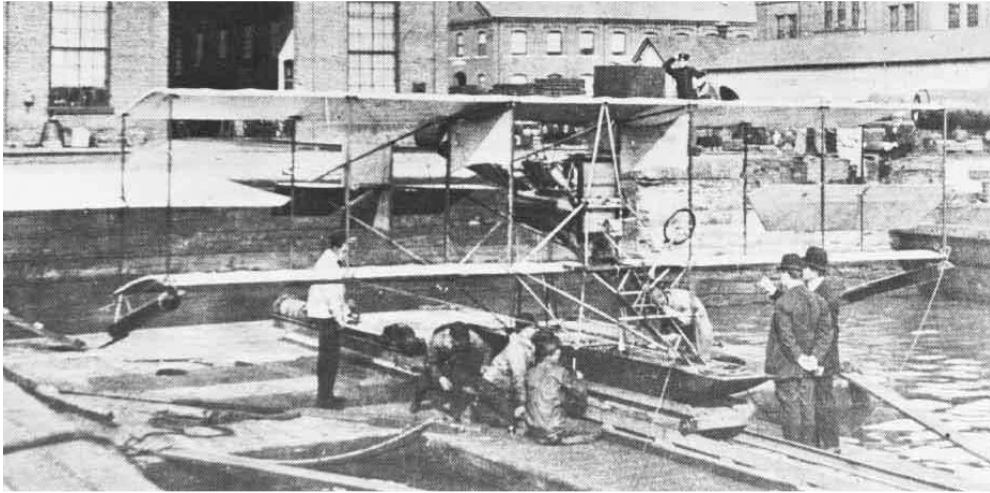
Specifications:

span:

length:

engines:

max. speed:



*(Source: Curtiss?)*

The designation **A-3** was a US Navy serial rather than a designation and the Curtiss model number, if any, is not known. Two aircraft were delivered in the summer of 1912 with serials A-3 and A-4, which later became AH-2 and AH-3.

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## Curtiss BT

### Specifications:

span: 56'9", 17.30 m  
length: 40', 12.19 m  
engines: 1 Curtiss VX-3  
max. speed:



*(Source: Peter Bowers, via Aerofiles.com)*

The Baby T or **BT** was a design initiated by the US Coast Guard as an aircraft that could land in water near a stricken vessel and then discard its wing and tail group to serve as a motorized lifeboat. Preliminary testing commenced in 1917, by which time the wings and tail group were no longer jettisonable. It is understood the aircraft was flown but by then the USCG had lost interest. The aircraft was also briefly tested by the US Navy in December 1917. No serial is known.

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## Curtiss CB Liberty Battler

### Specifications:

span: 39'4", 11.99 m  
length: 27'1", 8.26 m  
engines: 1 Liberty 12  
max. speed:



(Source: Peter Bowers, via Aerofiles.com)

The US Army ordered one example of the **Liberty Battler**, probably with serial 34632. The aircraft crashed during tests in May 1918.

It is assumed that further cancelled aircraft may have had serials 34633/34635.

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**Curtiss CW24B**

*Refer to F-55*

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## Curtiss D

### Specifications:

span: 38'11", 11.86 m  
length: 25'6", 7.77 m  
engines: 1 Curtiss E4  
max. speed: 50 mph, 80 km/h



*(Source: Museum of Flight, via Aerofilers.com)*

One model **D** was built for the US Army with serial 2. It was ordered on 13 March 1911.

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## Curtiss E

### Specifications:

span: 36'11", 11.25 m  
length: 31'8", 9.65 m  
engines: 1 Curtiss S6  
max. speed: 44 mph, 71 km/h



*(Source: K.O. Eckland, via Aerofiles.com)*

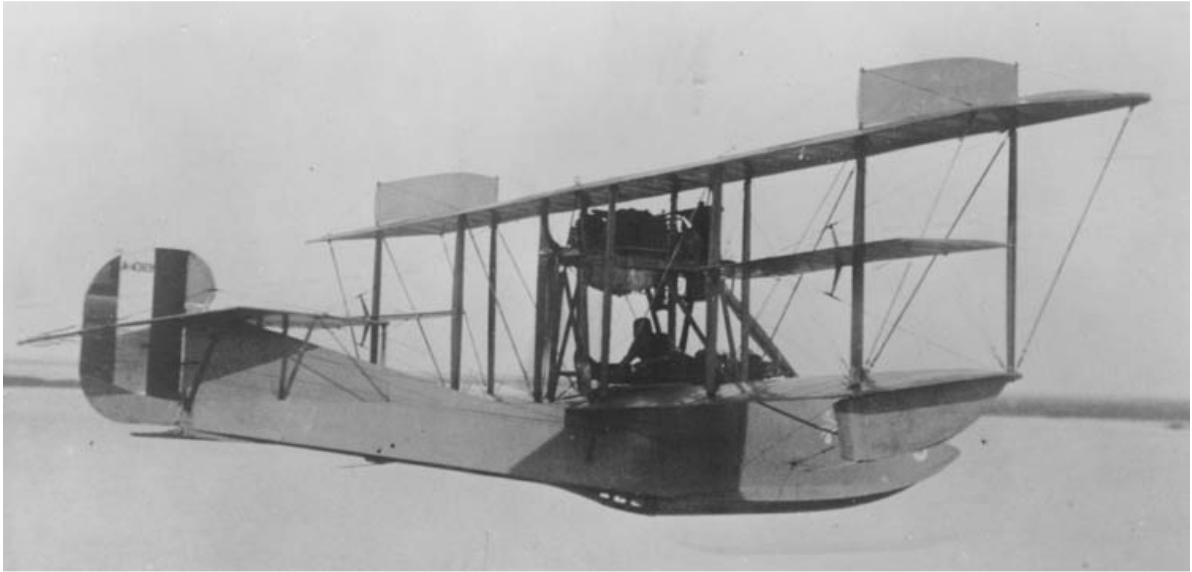
The model **E** was a two seat aircraft with a float procured by the US Navy with serial AH-8. The AH-8 was a US Navy designation and ten aircraft were built for the US Navy with serials AH-8, AH-9, AH-11/18. Two were later reseried as A-83 and A-84 whilst some reference sources suggest that A-60/62 and A-85/90 were similar. These aircraft were, however, Curtiss N.9s. AH-8 was later transferred to the US Army which procured two with serials 6 and 8 and built another aircraft, with serial 23, from spares at the Signal Corps Aviation School in San Diego. The first was ordered on 27 June 1911. A-83 and A-84 have also been identified as Washington Naval Yard Seaplanes which were cancelled. Some reference sources have also suggested that the Curtiss F aircraft with serial C-1 (later AB-1) was a Curtiss E.

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## Curtiss F

### Specifications:

span: 41;8", 12.70 m  
length: 27'4", 8.33 m  
engines: 1 Curtiss L  
max. speed: 59 mph, 95 km/h



*(Source: David Gauthier, via 1000aircraftphotos.com photo #8988)*

The model **F** was a side-by-side two seater flying boat of which a total of 155 were built for the US Navy by Curtiss, American, Transoceanic, Mitchell and Wrigley. Burgess was also intended to be a manufacturer but built only A2281, which is also connected to Mitchell . The serials were C-1 through C-5 (later AB-1 through AB-5), A-386/387, A-390/393, A-408, A-2277, A-2279/2281, A-2295/2344, A-3328/3332, A-4079/4108, A-4349/4402 and A-5258. Aircraft with serials A-145/146 were cancelled although these may have been Curtiss H.14. Some reference sources have suggested that the aircraft with serial C-1 (later AB-1) was a Curtiss E.

The US Army ordered three examples from 10 October 1912 with serials 15, 34 and 49 as well as two from the US Navy which were serialised in the 1/28 block of serials for seaplanes. Individual aircraft varied in details.

The Philadelphia Aviation School built two examples in the serial block 541/556.

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**Curtiss F5L**

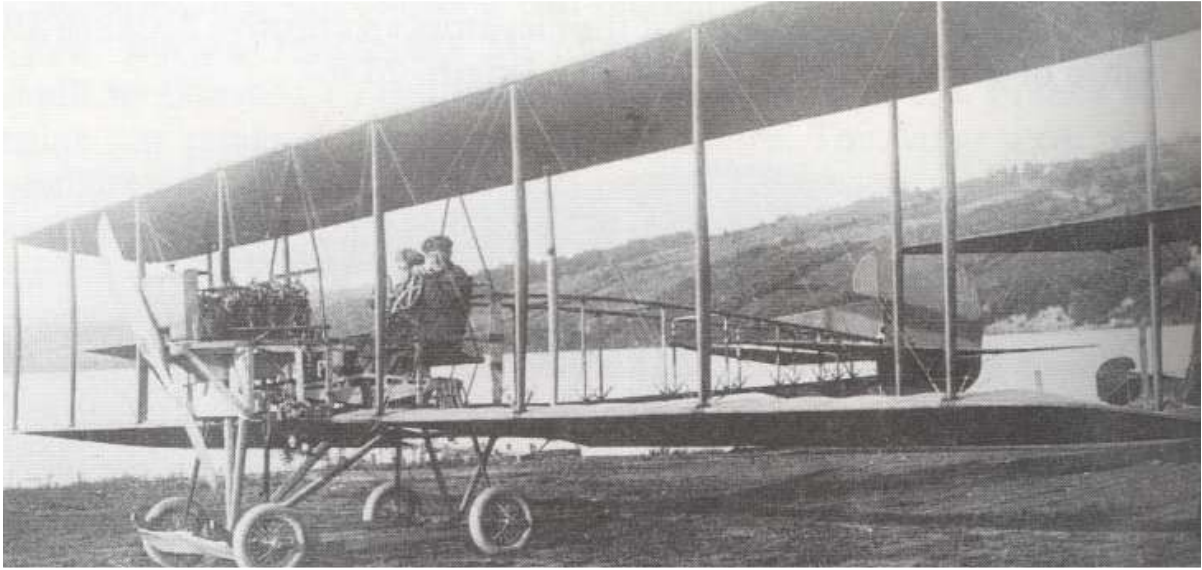
*Refer to PN*

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## Curtiss G

### Specifications:

span: 38'4", 11.68 m  
length: 24', 7.32 m  
engines: 1 Curtiss O  
max. speed: 52 mph, 84 km/h



*(Source: Curtiss?)*

The model **G** was a scout aircraft of which two were ordered by the US Army on 22 April 1913 with serials 21/22.

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## Curtiss GS

Specifications:

span:

length:

engines: 1 Gnome

max. speed:



*(Source: Dan Shumaker, via 1000aircraftphotos.com photo #11147)*

The **GS.1** (in which GS stood for Gnome Scout) was a scout aircraft in a tri-plane configuration of which one was built for the US Navy with serial A-868.

The **GS.2** design was a bi-plane configuration and five were built for the US Navy with serials A-445/449.

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## **Curtiss H.8**

Specifications:

span:

length:

engines: 2 Curtiss

max. speed:

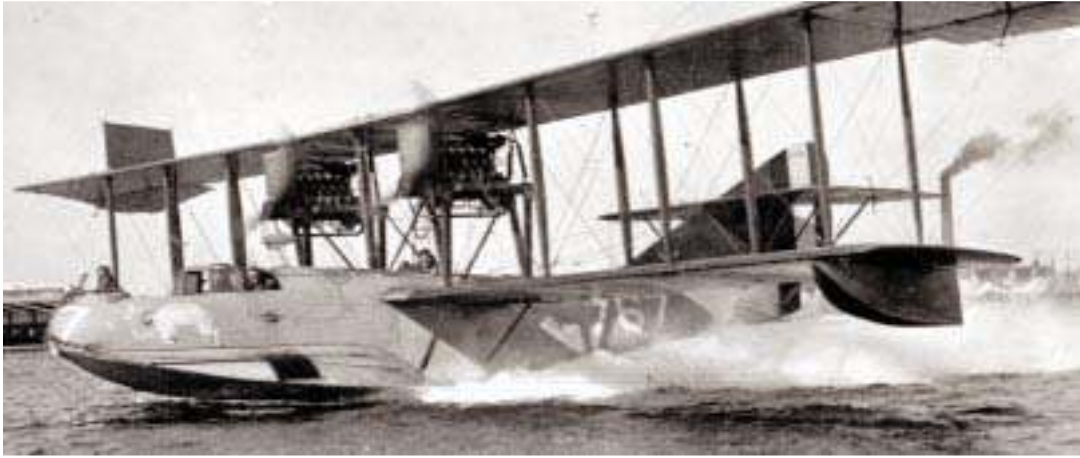
The model **H.8** was a twin engined pusher flying boat of which one was ordered by the US Navy in 1915 with serial A-152. However, the US Navy Aircraft record identifies A-152 as a Curtiss H.12.

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## Curtiss H.12

### Specifications:

span: 92'9", 28.75 m  
length: 46'4", 14.17 m  
engines: 2 Curtiss V-2-3  
max. speed: 85 mph, 137 km/h



*(Source; US Navy)*

The model **H.12** was a twin engine pusher flying boat of which 19 were ordered by the US Navy with serials A-765/783 in 1916. Some, including A-778, were later re-engined with Liberty engines and redesignated as **H.12L**. US Navy Aircraft Records also identify aircraft A-152 as a H.12, rather than the H.8 suggested in other records.

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## **Curtiss H.14**

Specifications:

span:

length:

engines: 2

max. speed:

The model **H.14** was a twin engined pusher flying boat of which 16 were ordered by the US Army on 9 December 1916 with serials 396/411 but which were cancelled on 20 November 1917.

According to the US Navy Aircraft Record, the US Navy used two with serials A-145/146.

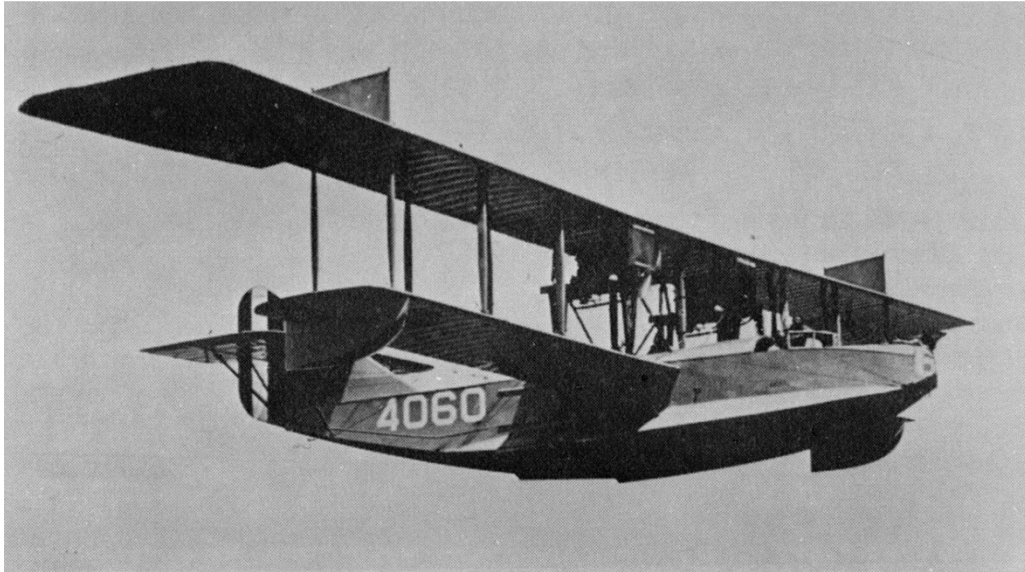
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## Curtiss H.16

### Specifications:

span: 95'1", 28.98 m  
length: 46'1", 14.05 m  
engines: 2 Liberty 12  
max. speed: 95 mph, 153 km/h



*(Source; US Navy)*

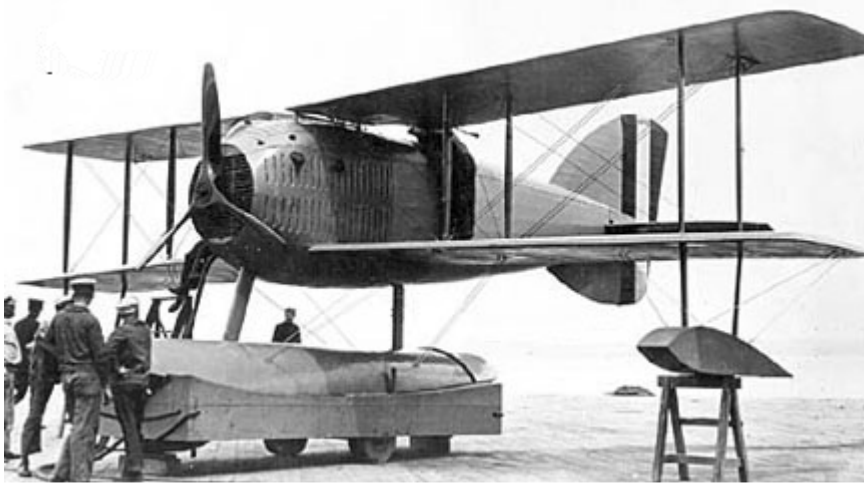
The model **H.16** was a twin engine pusher flying boat which were ordered by the US Navy with serials A-784/799, A-818/867, A-1030/1098, A-3459/3558 and A-4039/4078. 125 were built by Curtiss and 150 by NAF.

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## Curtiss HA

### Specifications:

span: 36', 10.97 m  
length: 30'9", 9.37 m  
engines: 1 Liberty  
max. speed: 132 mph, 212 km/h



*(Source: William T. Larkins)*

An escort and air superiority fighter optimised for the Dunkirk/Calais area, the **HA** prototype was delivered to the US Navy with serial A-2278. It flew for the first time on 21 March 1918 but crashed shortly afterwards on 7 August 1918. Using parts of A-2278, the **HA.1** was delivered with serial A-4110. In addition a **HA.2** was delivered with serial A-4111. The latter had a span of 42', 12.80 m.

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## Curtiss HS

### Specifications:

span: 62'1", 18.92 m  
length: 38'6", 11.73 m  
engines: 1 Liberty 12  
max. speed: 87 mph, 140 km/h



(Source: US Navy)

A single engine pusher flying boat, the **HS.1** prototype had a Curtiss VXX engine and was ordered by the US Navy with serial A-800. It was later re-engined with a Liberty 12 engine and redesignated as **HS.1L**, to which the specifications apply.

To accommodate a larger bomb load, the wing span was extended 74'1", 22.58 m and the aircraft were designated as **HS.2L**. Production of 1226 HS.1Ls and HS.2Ls was undertaken by Curtiss (664 ordered), LWF (200 ordered), Boeing (50 ordered), Gallaudet (60 ordered), Standard (250 ordered) and Loughhead (2 ordered) whilst another 24 were built from spares. As the change from HS.1L to HS.2L took place during the production a clear distinction between the two versions is not possible.

Serials were A-801/814, A-1549/2207, A-1099/1348, A-1399/1498, A-2217/2276, A-4228/4229, A-4231/4255, A-5564/5569, A-5615/5618, A-5630, A-5787, A-5808, A-6506/6513 and A-6553/6556. In addition current references suggest that 126 were cancelled, including A-815, A-1367/1398, A-1499/1548, A-4256/4280 and A-5619.

There is, however, a discrepancy between the cancelled aircraft according to current references and the original US Navy Aircraft Records. The US Navy Aircraft Records suggest that aircraft with serials A-1116, A-1134, A-1148, A-1192, A-1220, A-1222, A-1228, A-1231, A-12134, A-1272, A-1277, A-1278, A-1287, A-1289, A-1309, A-1313, A-1314, A-1319, A-1323, A-1325, A-1328/1350, A-1366, A-1380, A-1388, A-1394 and A-1479/1548 were cancelled whereas most aircraft in the range A-1367/1398 were not cancelled. This discrepancy may be related to the fact that some of the aircraft that were built were delivered in crates and were stored, never flew. It should, however, be noted that the US Navy Aircraft Records are not always complete and/or conclusive and leave room for interpretation and further research.

In addition, again based on the US Navy Aircraft Records, aircraft with serials A-1149, A-1204, A-1215, A-1371 were remanufactured with serials in the block A-6553/6556.

A number of aircraft were transferred to the US Coast Guard before they were returned to the US Navy in June 1926. They include aircraft with serials A-1170, A-1240, A-1374, A-1474, A-1735, A-2032, A-2262, A-2263, A-2264 and A-2269.

The HS.2L was also ordered by the US Army and received serials in the seaplane serials. Six of these were in the block 197/210, another six carried serials 211/216, seven in the serial block 217/260, whilst 204 aircraft, including 29/196, were cancelled. All these aircraft were ordered through the US Navy and it is likely they had originally been ordered with naval serials. Known serials of aircraft transferred to the US Army include A-1121, A-1135, A-1142, A-1143, A-1145, A-1162, A-1182, A-1183, A-1190, A-1191, A-1811, A-1812, A-1813, A-1814, A-1815, A-1816, A-1964, A-1965, A-1968, A-1974, A-1977, A-1980, A-2125, A-2126, A-2128, A-2129, A-2131/2144, A-2146, A-2153, A-2154, A-2156/2159, A-2161/2166, A-2168, A-2169, A-2170, A-2172, A-2173, A-2175, A-2177, A-2178, A-2180/2185, A-2187/2199 and A-2202/2207. Based on this latter information from the US Navy Aircraft Records, more aircraft were transferred than accounted for in US Army serials, giving the possibility that the former US Navy aircraft were in addition to the US Army serialised aircraft.

The **HS.3** version had a redesigned hull and four were built by Curtiss and two by NAF. The serials were A-5459/5462 and A-5590/5591.

## Curtiss J

### Specifications:

span: 40'2", 12.24 m  
length: 26'4", 8.03 m  
engines: 1 Curtiss OXX  
max. speed: 84 mph, 135 km/h



*(Source: USAAS?)*

The model J was a trainer aircraft of which the US Army two examples on 30 April 1914 with serials 29 and 30. The aircraft had a different upper wing span.

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## Curtiss JN

### Specifications:

span: 43'7", 13.28 m  
length: 27'3", 8.30 m  
engines: 1 Curtiss OX5  
max. speed: 75 mph, 121 km/h



(Source : G. Johnson)

The Curtiss JN was a trainer based on the types J and N and over 4000 were built.

Full details are no longer available. Not all serial allocations are known and those known are often contradictory. Furthermore, on many occasions aircraft were allocated new serials after a conversion or rebuilt. It has also been suggested that several serials in the early twenties fiscal years, eg. 24-152, may have been originally serialised without the '-' as 24152.

The designation **JN.1** refers to a single aircraft ordered by the US Navy for gunnery training. It had serial A-198. The **JN.1S** was a seaplane version of the JN.1, also referred to as **JN.1W**. Two were purchased by the US Navy with serials A-149/150 although these may have been a Curtiss S.4 and S.5.

The **JN.2** version, which had a span of 40'2", 12.24 m, a length of 26'8", 8.13 m, and a Curtiss OX engine, was ordered by the US Army on 8 January 1915 with serials 41/48, although some reference sources, incorrectly, include also aircraft 49 and 50. Five of these were later converted as **JN.3** (41/44 and 48) whilst another two (52/53) were built outright as JN.3.

65 examples of the **JN.4**, to which the specifications apply, were ordered by the US Army from 9 September 1916 with serials 76/81, 120/125, 130/135, 318/319, 468 and 2265/2266.

This was followed by **JN.4As** with serials 1057/1656 and 3925. Two JN.4As were built for the US Navy with serials A388/389.

The **JN.4B** version had an OX2 engine and 77 were ordered by the US Army from 18 October 1916 with serials 141/176, 229/264, four a/c in block 541/556 and 12876 whilst the US Navy received nine with serials A-157/159 and A-4112/4117.

The prototype of the **JN.4C** version was a converted JN.4B (12876). It was fitted with an OXX3 engine and further aircraft for the US Army included serials 471/472.

The **JH.4Can** was a Canadian version of which the US Army ordered a number from 7 January 1918 including serials 38533/38632, 39062/39361 and 39962/40006.

The main production version was the **JN.4D** which was built by Curtiss, Dayton-Wright, Engel, Fowler, Howell & Lesser, Liberty Iron Works, St. Louis, Springfield, Sturtevant, USAC and Wright-Martin. The serials included 2405/2454, 2525/3924, 3976/4075, 4976/5375, 5376/9110, 9112/9240, 9242/9293, 12776/12875, 23472/23514, 23532/23551, 24056, 24103/24105, 24134/24135, 24140/24143, 24148, 24152/24161, 24163, 24164/24166, 24170, 29105/29124, 29184/29210, 33775/34224, 37395, 39868/39917, 44257/44531 and 47340/47514. Three were built for the US Navy with serials A995/997.

Cancelled batches included 557/1056, 1657/2156, 4076/4275, 700 aircraft in serial block 25809/29058, 37232/37394, 37396/37931, 41008/41207, 44247/44256, 44532/44541 and 47290/47339. Many of the cancelled serials were later reassigned.

The **JN.4D2** designation identified a hybrid aircraft with features of the JN.4C and the Standard SJ. One aircraft was built by the Curtiss with serial 47816. Production by Curtiss and Springfield with serials 47516/47815 and 47817/47215 as well as 400 aircraft in serial block 48216/49116 were cancelled.

The **JH.4H** was an improved version which had a Wright Hispano A engine and a length of 27'1", 8.26 m. A number were built outright to this standard with serials 37933/38332 and 22-529/571 whilst others were rebuilt from JN.4Ds and other conversions. The known serials of the conversions 23492, 24152/24156, 24158/24161, 24164/24166, 24170, 44774, 44839, 44859, 44924, 44929, 44945, 45009, 45077, 23-492, 23-556/557, 23-605, 23-627, 23-649, 23-937, 24-152/161, 24-171/180 and 26-021/022. One JN.6HB with serial 41795 was converted to the JN.4H standard whilst the serial 41358 referred to JN.4H 38124 converted as JN.5H and later converted back to JN.4H standards. The US Navy received several JN.4Hs from US Army stock and these carried serials A-6193/6246, A-6271/6288 and A-6545, whilst production of aircraft with serials A-6316/6325 by NAF, was cancelled.

The **JN.4HB** was a bomber training version of which 100 were built with serials 38433/38532 whilst others were also converted to this standard.

The **JN.4HD** version, to be built with serials 47156/47288, was cancelled.

The **JN.4HG** was a gunnery training version, which had serials 38333/38432, 41411/41517, 41618/41735, 42124/42125 and A4128/4186 whilst the **JN.4HM** designation was assigned to a communications conversion of the JN.4H, including at least 37944, 38262, 38274, 38275, 38276 and 38278.

The designation **JN.4HO** was used for an observation training conversion of the JN.4H of which six were built with serials 49117/49122, whilst the **JN.4HT** was a torpedo version with serials 42122/42123 and A-3205/3234, the latter for the US Navy. A **JN-S4** aircraft, ordered by the US Army on 19 June 1917 in serial block 541/556, was fitted with a Hall Scott A-7a engine but was cancelled on 22 June 1917. Another aircraft was ordered with serial 33762 but was also cancelled.

The designation **JN.5** was used for the **Twin JN** version which has been described separately.

The **JN.5H** designation was unrelated to the JN.5 and was in fact JN.4H 38124 converted as a bomber trainer with a new serial 41358. It was later converted back to JN.4H configuration retaining the latter serial.

The **JN.6H** designation referred to a bomber trainer development of the JN.4H which had similar specifications. A number were converted and others were rebuilt airframes. The serials were 38073/38079, 23-554/555, 23-602, 23-607/614, 23-616/624, 23-626, 23-628/630, 23-633, 23-635, 23-637, 23-639/648, 24-041/048, 24-140/150, 24-164/170, 24-186/195, 25-051, 26-018, 26-020, 26-027 and 26-028. Unconfirmed serials include 24-151, 24-162 and 24-181/184.

The US Navy received several with serials A-5581/5586, A-5830/5833 and A-5859. Some JN.6Hs were converted as **JN.6HB**, with a length of 26'11", 8.20 m. Serials included 41736/41883 and 44243/44246. 400 aircraft in the serial block 49545/62444 were cancelled.

The **JN.6HG** was a gunnery training version built with serials 44153/44242 and 44728/45287.

Aircraft with serials 44967/44968 and 45164/45197 were transferred to the US Navy with serials A-4187/4217 and A-5470/A5471 whilst the US Navy also had one aircraft with serial A-6247. The US Navy aircraft are sometimes referred to as **JN.6HG1**.

The **JN.6HO** designation was assigned to an observation training version with serials 41884, 41886/41985 and 49117/49122.

The **JN.6HP** was a pursuit training version of which at least 126 were built with serials 41885 and 41986/42110.

Various previous models in the JN series were rebuilt as **JNH**. Serials included 24157, 38111/38117, 41597/41517, 41618/41619, 41890/41894, 41906, 45021, 45081/45087, 22-530, 22-540 and 22-548 whilst some aircraft were assigned new serials which included 23-606, 23-615, 23-638, 23-650 and 24-185.

Similarly the **JNS** was based on rebuilt aircraft including those with serials 23492, 24155, 41740, 41825/41883, 22-529 and 22-543. Some conversions were given new serials, including 22-579/599, 23-483, 23-484, 23-487, 23-531, 23-625, 23-631, 23-632, 23-634, 23-636, 24-092, 24-093, 24-099/108, 24-134/135, 24-163, 24-226, 24-227, 24-229/245, 24-255/274, 25-001/044, 25-053, 25-056/077, 25-084, 25-090, 25-127/129, 25-133/160, 25-055, 250091, 25-132, 25-133, 25-164/200, 25-441/447, 26-001/002, 26-004/020, 26-022, 26-023/026, 26-031/032 and 26-034/035.

A number of aircraft were rebuilt as **JNS.1** version. They included aircraft with serials 23473/23480, 23485/23486, 23488/23490, 23493/23494, 23532/23537, 23539/23551, 24103, 24105, 24134/24135, 24140/24143, 24148, 24163, 38063, 38089, 41553, 41884/41888, 41895, 41925, 44201, 44240, 44732, 44735, 44777, 44803, 44821, 44881, 44882, 44890, 44953, 45042/45069, 45091/45126, 45127/45134, 45214, 45235 and 45252. New serials included 23-473/480, 23-485/486, 23-488/490, 23-493/494, 23-532/551 and 24-57/59.

Serial 33762 refers to a version identified as **JN.S4**.

A large number of aircraft were also flown with Project serials. With the many conversions that took place, it is not possible to determine the version of the aircraft at the time that the P-serial was carried. The aircraft concerned were: 1262 as P-5, 1527 as P-19, 1555 as P-3, 1621 as P-2, 12876 as P-4, 37395 as P-6, 37936 as P-29, 38011 as P-7, 38096 as P-199, 39349 as P-57, 41358 as P-24, 41618 as P-209, 41795 as P-103, 44219 as P-63, 44246 as P-186, 44913 as P-116, 44936 as P-117, 44941 as P-112, 44944 as P-114, 44954 as P-115, 45010 as P-111, 47816 as P-100, 23-538 as P-314 and 24-093 as P-372.

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## Curtiss L

### Specifications:

span: 25', 7.62 m  
length: 18', 5.49 m  
engines: 1 Curtiss OXX2  
max. speed: 115 mph, 185 km/h



*(Source: Dan Shumaker, via 1000aircraftphotos.com photo #8182)*

The Curtiss **L.1** was a triplane scout aircraft of which one was ordered by the US Army on 20 February 1917 with serial 473. Also ordered were two **L.2s** with serials 475/476. Three were procured by the US Navy with serials A-291/293.

Because of its side-by-side arrangement, the aircraft was also known as 'Sociable Triplane'.

The X-1 version was fitted with a Curtiss OXX-3 engine and was ordered by the US Army on 20 February 1917 with serial 474. In some references the X-1 has been included with the L.2s.

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## **Curtiss Land Scout**

Specifications:

span:

length:

engines:

max. speed:

The US Army ordered one example of a Land Scout on 19 June 1912 with serial 15. It was subsequently cancelled and replaced with a Curtiss F with the same serial.

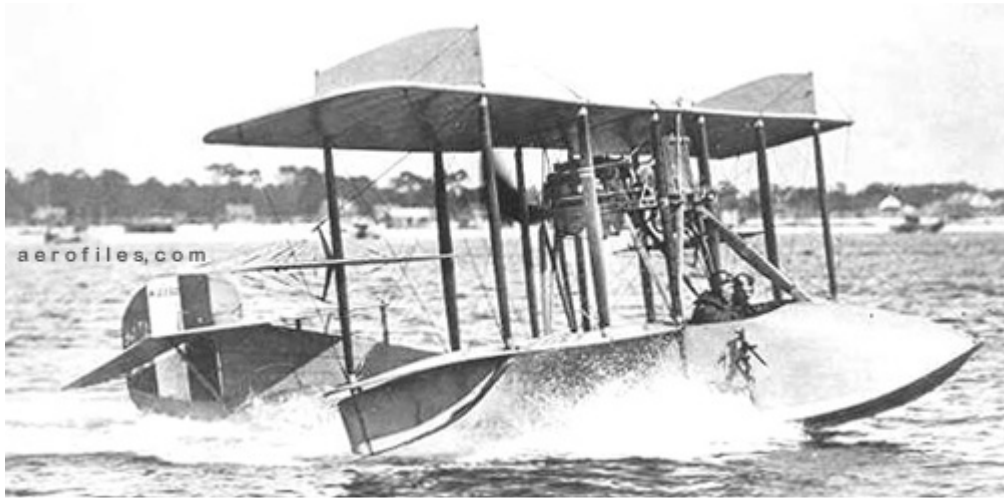
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## Curtiss MF

### Specifications:

span: 49'10", 14.35 m  
length: 28'11", 8.81 m  
engines: 1 Curtiss OXX  
max. speed: 69 mph, 111 km/h



*(Source: USCG, via Aerofiles.com)*

The model **MF** (for Modified F) was a training flying boat of which 22 were built for the US Navy by Curtiss and 80 by NAF. The serials were A-2345/2350 (identified as F Experimental on US Navy Aircraft Records), A-4403/4418 and A-5483/5562. A batch with serials A-4419/4449 was cancelled.

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## Curtiss N

### Specifications:

span: 53'4", 16.26 m  
length: 30'10", 9.40 m  
engines: 1 Curtiss OXX6  
max. speed: 70 mph, 113 km/h



(Source: Aerofiles.com)

The Curtiss N series of two seat primary trainers, commenced with the model **N** of which one was purchased by the US Army on 10 December 1914 with serial 35. This version had a span of 41'7", 12.67 m, a length of 27'2", 8.28 m and a Curtiss OX engine.

The **N.8** version had a span of 41'9", 12.73 m, a length of 28', 8.53 m and a Curtiss OX5 engine and four were procured by the US Army with serials 60/63.

The US Navy was the principal customer of the **N.9** version, to which the specifications apply, and 120 were built by Curtiss and 60 by Burgess. The serials were A-60/65, A-85/90, A-96/125, A-201/234, A-294/301, A-342/371, A-409/438, A-999/1028 and A-2285/2290. Aircraft with serials A-372/373 and A-4892/5019 were cancelled.

The US Army ordered 14 aircraft on 31 January 1917 with serials 433/446 of which 441/446 were cancelled. Four former Navy planes A-218/A221 were transferred to the US Army and given serials in the block 541/556 although this is not supported by the US Navy Aircraft Records. US Navy Aircraft Records do, however, suggest that A-2285/2290 were originally US Army aircraft.

The **N.9H** version was similar to the N.9 except for a Wright Hispano A engine. 299 were built by Burgess whereas NAS Pensacola built another 50 from spares. The serials were A-2351/2572, A-2574/2650, A-6528/6542, A-6618/6632, A-6733/6742 and A-7091/7100. A2573 was cancelled. In addition a number of N.9s were converted to this standard. A number of N.9Hs were transferred to the US Army. These included aircraft with serials A-2593, A-2594, A-2639, A-2640, A-2642, A-2644, A-2645 and A-2648.

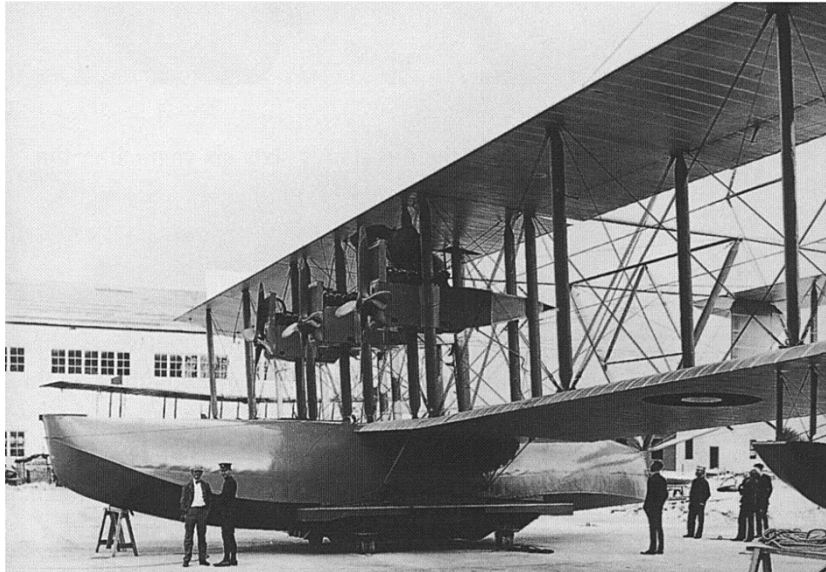
The **N-10** was essentially similar to the N.9H and 33 aircraft with serials A-2473/2505 were converted from N.9H to this standard.

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## Curtiss NC

### Specifications:

span: 126', 38.40 m  
length: 68'3", 20.80 m  
engines: 4 Liberty 12A  
max. speed: 85 mph, 137 km/h



(Source: US Navy)

Designed to meet a threat by submarines, four aircraft were initially built for the US Navy. They were identified as NC-1 to NC-4 and were to be used to demonstrate a trans-Atlantic flight which took place from 8 to 31 May 1919. The serials were A-2291/2294. The **NC-1** flew for the first time on 4 October 1918. Initially it had three engines and a fourth one was fitted later on. It was abandoned in the sea off the Azores. The **NC-2**, which flew on 14 April 1919 also had initially three engines and was wrecked before the commencement of the trans-Atlantic flight. It was also referred to as **NC-T**. The **NC-3**, also known as **NC-TA**, was four engined and flew on 23 April 1919. Like the NC-1 it was abandoned near the Azores. The **NC-4** was the only aircraft to complete the trip and is now displayed in the US Naval Aviation Museum.

Later a further six aircraft were built by Curtiss and NAF, known as **NC-5** to **NC-10** and carrying serials A-5632/5635 and A-5885/5886. NC-5 and NC-6 had three engines, the remainder four.

It was intended to redesignate the remaining NCs as P2N in 1922 but this did not take place.

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**Curtiss OWL**

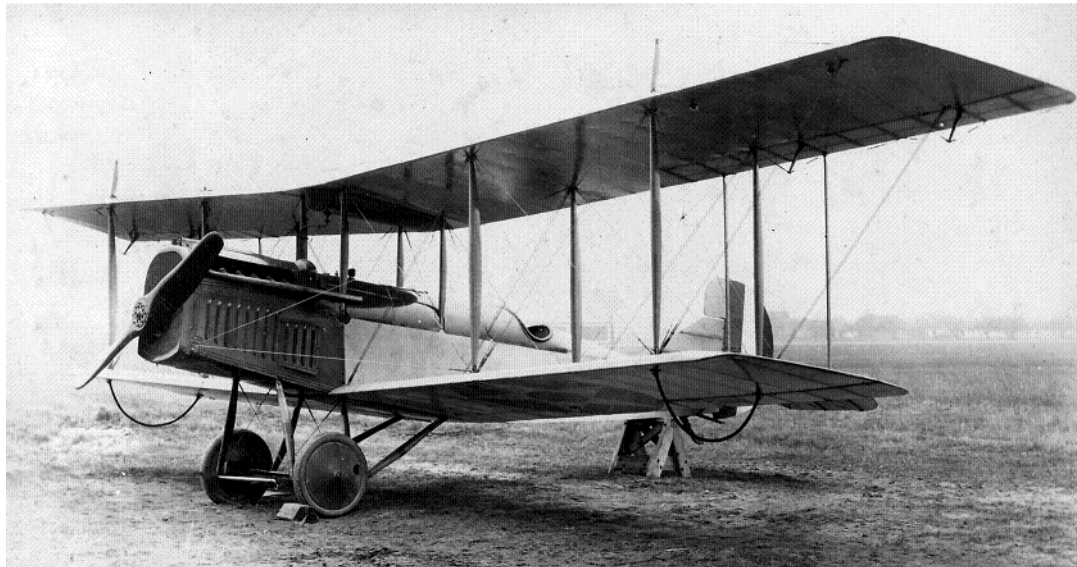
*Refer to Curtiss A-2*

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## Curtiss R

### Specifications:

span: 57'1", 17.40 m  
length: 33'5", 10.19 m  
engines: 1 Curtiss V2-3  
max. speed: 83 mph, 134 km/h



(Source: US Navy)

The series R consisted of a tandem two seat general purpose bi-plane.

The **R.2** version had a span of 47'11", 14.61 m, a length of 28'5", 8.66 m and a Curtiss VX engine. 12 were procured by the US Army on 28 April 1916 with serials 64/75.

The **R.3** version, to which the specifications apply, was built for the US Navy with serial AH62 and AH65, later changed to A-66/67. In addition 18 were built for the US Army but these were delivered as R.6. Listings sometimes also quote an aircraft with serial 504 and which was identified as R.3.

The **R.4** version had a span of 48'4", 14.73 m, a length of 29', 8.84 m and a Curtiss VXX engine. The Army procured 56 from 30 October 1916 with serials 177/192, 281/316, 469, 2157, 37932 and 94029 whilst aircraft with serials 2158/2192, a single aircraft in serial block 12896/19896 and 22403 were cancelled.

The **R.4L** version had a Liberty engine and 12 were ordered by the US Army from 21 January 1918 with serials 39362/39367 and 39954/39959. Aircraft 39954, 39957 and 39958 also flew with Project serials P-15, P-20 and P-27 respectively. Aircraft with serials 40012/40017 were cancelled. Six R.4Ls with serials 39954/39959 were converted as **R.4LM** mailplanes. There was also a **R.4M** converted from a R.4L.

The **R.6** designation was assigned to those US Army aircraft previous designated as R.3. The US Army ordered 18 with serial 505/521 but it seems that only 505/508 were completed the remaining being cancelled. Another batch with serials 2193/2264 was also cancelled. In addition the US Navy procured 158 with serials A-162/197 and A-873/994 whilst another 72 were cancelled. Of these A-166 and A-167 were transferred to the US Army on 1 July 1917. Serials A-302/341 are also R.6 version, according to the US Navy Aircraft Record.

At least forty R.6s were converted with a Liberty V12 engine and were redesignated as **R.6L**.

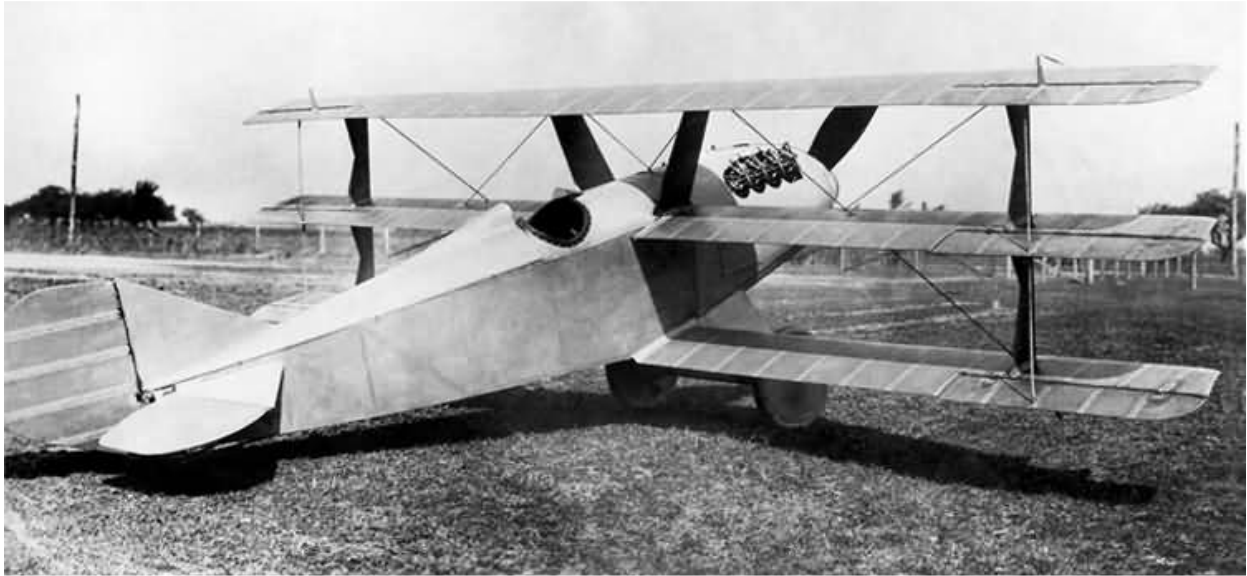
The **R.9** version, of which 40 were supplied to the US Navy with serials A-302/341, was a bomber, although the US Navy Aircraft record shows these as R.6. They were fitted with a Curtiss V2-C10. The US Army also procured 10 with serials 39033/39042. These were former US Navy aircraft A-883, A-884, A-885, A-886, A-887, A-901, A-902, A-903, A-904 and A-905.

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## Curtiss S Baby Scout

### Specifications:

span: 25', 7.62 m  
length: 19'6", 5.94 m  
engines: 1 Curtiss OXX2  
max. speed: 112 mph, 180 km/h



*(Source: Dan Shumaker, via 1000aircraftphotos.com photo #10842)*

Also known as **S.3**, four of these triplane aircraft were procured by the US Army from 20 November 1916 with serials 322/325. A further version was the **S.6** and the US Army ordered 12 on 10 March 1917 with serials 492/503. Only the first one was completed.

There is also a reference to a Curtiss **S.4** and a Curtiss **S.5** floatplane developments of the Curtiss S. These had serials A-149 and A-150, which serials are also connected with the Curtiss JN-1W seaplane.

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**Curtiss Sociable Triplane**

*Refer to Curtiss L*

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## Curtiss TS

### Specifications:

span: 25', 7.62 m  
length: 22'1", 6.73 m  
engines: 1 Lawrence J1  
max. speed: 123 mph, 198 km/h



*(Source: Dan Shumaker, via 1000aircraftphotos.com photo #8179)*

A family of bi-plane fighters, NAF built 5 models **TS.1** and Curtiss 44 for the US Navy. The serials were A-6248/6270, A-6300/6304 and A-6305/6315.

The **TS.2** version had an Aeromarine engine and 2 were built by NAF with serials A-6446/6447.

The **TS.3** version was fitted with a Wright Hispano E. Two were built by NAF with serials A-6448/6449 and the second aircraft was later modified as a racer known as **TR.2**.

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## Curtiss Twin JN

### Specifications:

span: 51,10", 16.10 m  
length: 29'4", 8.94 m  
engines: 2 Curtiss OXX5  
max. speed: 85 mph, 137 km/h



*(Source: Dan Shumaker, via 1000aircraftphotos.com photo #10843)*

Also known as JN.5 the **Twin JN** was a twin engine development of the JN. Seven were ordered by the US Army from 13 October 1916 with serials 102/107 and 428, with 470 being cancelled. The US Navy received a floatplane version with serial A-93.

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## **Curtiss USO-1**

### Specifications:

span: 39'4", 11.99 m  
length: 27'1", 8.26 m  
engines: 1 Liberty 12  
max. speed:

The model **USO-1** was a licence version of the Bristol F2B. Designed by Engineering Div., 27 were delivered to the US Army in April 1918 with serials 34232/34258. The first flight was on 5 March 1918. 2000 aircraft in serial blocks 19903/22403 and 25809/29058 were cancelled as well as aircraft with serials 34259/36231 and 34636/36231. The aircraft have also been referred to as **USAO-1**.

*Refer also to Bristol F2B and Engineering Div. USB*

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**Curtiss X**

*Refer Curtiss L*

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## **Curtiss XSA**

Specifications:

span:

length:

engines:

max. speed:

The **XSA** was an experimental seaplane of which three were ordered by the US Navy in 1922 with serials A-6002/6004 but which were subsequently cancelled.

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## Curtiss 18

### Specifications:

span: 37'6", 11.43 m  
length: 23'4", 7.11 m  
engines: 1 Kirkham K12  
max. speed: 162 mph, 261 km/h



(Source: Wiggan Fitz, via 1000aircraftphotos.com photo #4193)

The **18-B** was a bi-plane pursuit aircraft which was used as a racer. The US Army bought two from 10 July 1918 with serials 40058 and 40064. Aircraft 40058 was also flown with Project serial P-86.

The **18-T** was tri-plane model with a span of 31'11", 9.73 m. It flew for the first time on 5 July 1918 and two were built for the US Navy with serials A-3325/3326 whilst a third one was borrowed from the US Army. The US Army then purchased two with serials 40054 (originally ordered as 40065), and 40059. The 18-T came in two versions, the **18-T1** with a short wing span and the **18-T2** with a long wing span.

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## Curtiss 19 Eagle

### Specifications:

span: 64'4", 19.61 m  
length: 36'7", 11.15 m  
engines: 1 Liberty 12  
max. speed: 124 mph, 200 km/h



*(Source: David Horn, via 1000aircraftphotos.com photo #9098)*

First flown in August 1919, the **Eagle** was a 10 passenger transport of which three were ordered by the US Army on 9 November 1920 and with serials 64242/64244. One of these was converted as an ambulance. The Eagle had originally flown as a tri-engined and twin engined aircraft.

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**Curtiss Wright CW-22B**

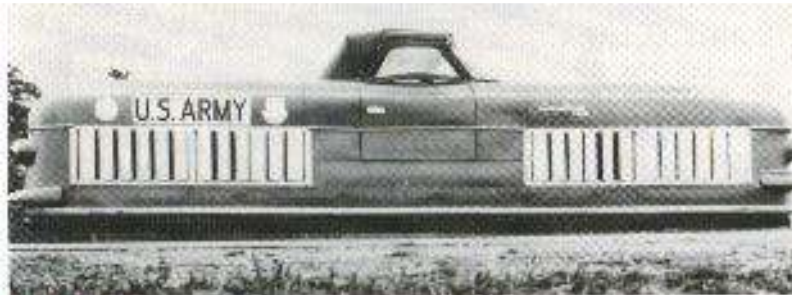
*Refer SNC*

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## Curtiss Wright 2500 Air Car

### Specifications:

width: 8', 2.44 m  
length: 21', 6.40 m  
engines: 2 Lycoming VO-360-A1A  
max. speed: 38 mph, 61 km/h



*(Source; US Army Transportation Corps Museum)*

In 1959 the US Army funded research on a ground effect machine undertaken by Curtiss Wright. It did not receive a serial or a designation.

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**Davis N.1**

*Refer NAF N.1*

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## Dayton Wright USD-4

### Specifications:

span: 42'6", 12.95 m  
length: 29'11", 9.12 m  
engines: 1 Liberty 12  
max. speed: 124 mph, 200 km/h

A licence version of the De Havilland DH-4, three **USD-4s** were ordered on 6 June 1918 but they were completed as USD-9.

*Refer also to Engineering Div. USD-9*

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## Dayton Wright W

### Specifications:

span: 40'9", 12.42 m  
length: 34'5", 10.49 m  
engines: 1 Wright E-4  
max. speed: 110 mph, 177 km/h



*(Source: Nico Braas, via 1000aircraftphotos.com photo #117178)*

A two seat shipboard sea plane, a single example was procured by the US Navy as **WA** and with serial A-6082. Production with serials A-6085/6102 was cancelled.

The **WS** version was similar to the WA version and one was procured by the US Navy with serial A-6083. The US Navy also ordered a single **WD** with serial A-6084 but this was cancelled.

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## De Havilland DH-4

### Specifications:

span: 42'6", 12.95 m  
length: 29'11", 9.12 m  
engines: 1 Liberty 12  
max. speed: 124 mph, 200 km/h



(Source: Wiggins Fitz collection, via 1000aircraftphotos.com photo #4406)

The DH-4 was designed by de Havilland in 1916 and 1451 were built by Airco and other firms in the UK. It was selected in 1917 as the standard day bomber for the US forces in Europe and was built extensively in the US where it remained in service until at least 1932.

Not all serial allocations are known and those known are often contradictory. Also, in many instances the sub-type is not known or details of conversion that were undertaken are lacking. Furthermore, on many occasions aircraft were allocated new serials after a conversion or remanufacture. In addition there are many instances where it is likely that, at a later date, the display of the serial was modified to resemble that of a fiscal year serial by the addition of '-'. But, as such action has not been confirmed in the reference sources and the two different types of serials displays may involve different aircraft, they have been treated as different aircraft unless a link has been confirmed.

On 15 August 1917 a British built sample aircraft was received and was fitted with a Liberty engine in which configuration it flew for the first time on 29 October 1917. In total 12248 aircraft were ordered with a number of firms. Of these Dayton Wright built 3106 (1900 cancelled), Fisher Body built 1600 (2400 cancelled) and Standard 140 (860 cancelled).

The exact designation/type of many aircraft cannot be identified. The designation/type could be guessed from adjacent serials but with the number of different designations and conversions, it would be inappropriate to use this method. The aircraft concerned were:

23110/23162, 23331/23339, 23341/23380, 23411/23422, 23424, 23428/23446, 23448, 23449, 23454, 23525/23531, 23553/23569, 23571/23573, 23575/23577, 23630/23659, 23675/23682, 23684, 23689/23698, 23700/23701, 23704/23706, 23731, 27333/23737, 23739, 23745/23750, 23759/23765, 23775/23893, 23880/23608, 23895/23941, 23948/24055, 24057/24103, 24106/24110, 24111/24133, 24135/24139, 24144/24147, 24149/24151, 24162, 24167/24169, 24331/24403, 24451/24454, 29059/29104, 29126/29128, 29130/29132, 29137, 29155/29159, 29211/30059, 30100/30129, 30130, 30132/30134, 30136/30209, 30211/30247, 30249/30250, 30252/30279, 30281/30354, 30361/30421, 30421/30432, 30434/30442, 30444/30445, 30447/30451, 30453/30455, 30457/30458, 30480/30516, 30518/30519, 30521/30639, 30641/30707, 30709/30730, 30753/30804, 30806/30811, 30814/30845, 30847/30854, 30856/30879, 30881/30893, 30895/30912, 30914/30916, 30918/30953, 30955/30979, 30981/31081, 31085/31094, 31096/31107, 31109/31158, 31160/31166, 31168/31183, 31185/31199, 31201, 31203, 31204, 31206/30213, 31215, 31217/31219, 31221/31230, 31232/31241, 31243/31245, 31247/31259, 31261, 31263, 31264, 31266/31270, 31272, 31273, 31275/31286, 31288/31297, 31299/31300, 31302/31305, 31309/31317, 31319/31344, 31346/31365, 31367, 31369/31376, 31378/31381, 31383/31385, 31387/31390, 31392/31411, 31413/31424, 31426/31449, 31451/31482, 31484/31496, 31499/31555, 31557/31560, 31562/31567, 31569/31574, 31576/31623, 31625/31626, 31628, 31630/31637, 31640/31655, 31657/31665, 31667/31714, 31716/31755, 31808/31819, 31821/31826, 31828, 31830/31834, 31836/31843, 31845/31849, 31851/31855, 31857, 31859/31870, 31887/31918, 31920/31928, 31937/31939, 31950/31954, 31957, 31959/32086, 32088/32092, 32094/32103, 32105/32171, 32173/32187, 32189/32204, 32206/32246, 32248/32318, 32320/32376, 32378/32460, 32462/32475, 32477/32511, 32513/32529, 32531/32537, 32539/32577, 32579/32702, 32704/32732, 32735/32738, 32740/32751, 32753/32771, 32773/32806, 32808/32813, 32816/32832, 32834/32846, 32848/32854, 32856, 32858/32861, 32863/32878, 32880/32887, 32889, 32891/32893, 32895/32900, 32902, 32904/32919, 32921/32931, 32933/32950, 32952/32955, 32958/32974, 32976/32983, 32985/32993, 32995, 32997, 32999/33005, 33007/33026, 33028/33048, 33050/33058,

39368/39507, 62960/62968, 62970/63004, 63006/63015, 63017/63038, 63040/63048, 63050/63052, 63055/63057, 63059/63067 and 63210/63219,

Aircraft with serials 24404/24436, 24438/24450, 24452/25106, 25108/25130, 25132/25444, 25446, 25448/25803, 29160/29182, 36232/37231 and 39508/39867 as well as 2000 in serial block 49545/62444 were cancelled.

The **DH-4A** version had a revised fuel system and known serials included 23406, 23423, 23425/23427, 23458/23471, 23515/23524, 23552, 23660/23674, 23699, 23707, 23709/23715, 23726, 23738, 23744, 23758, 24437, 63068/63209, 63396/63413, 63415, 63416, 63458/63460, 63639/63679, 63791/63823 and 22-656.

157 aircraft were transferred from the US Army to the US Navy with serials A-3245/3324 and A-3383/3458.

At least two US Navy DH-4Bs were converted as **DH-4Amb1** ambulance aircraft. They had serials A-5811 and A-6125. The designation **DH-4Amb2** was used for another ambulance conversion with serials 68188. The US Army had an ambulance conversion known as **DH-4Amb** with serial 63278.

The **DH-4Ard** designation was used for a dual control version fitted for long range work and developed by the Ardmore Repair Depot.

During the period 1919-1923 a large number of aircraft were converted as **DH-4B** with a relocated landing gear and an improved cockpit lay-out by Aeromarine, Atlantic, Boeing, Cox-Klemin, Dayton-Wright, Fisher, Gallaudet, LWF, Thomas Morse and Witterman. Some aircraft retained their old serials whilst others were given new serials. The known serials were 23406, 23425/23427, 23458/23471, 23515/23524, 23527, 23552, 23660/23674, 23699, 23707, 23709/23715, 23726, 23738, 23744, 23758, 24437, 62995/63000, 63054, 63068/63082, 63129, 63131, 63168, 63181, 63396/63413, 63415, 63416, 63458/63460, 63639/63679, 63791/63823, 64007/64009, 64013/64118, 64256, 64279, 64281, 64351, 64353/64356, 64441, 64461, 64464, 64466, 64467, 64468, 64496/64546, 64548/64561, 64563/64592, 64594, 64602, 64607, 64609, 64615, 64620, 64627/64630, 64632/64634, 68002, 68003, 68015, 68024, 68025/68074, 68112, 68113, 68114, 68116, 68134, 68140/68213, 68215, 68217/68220, 68226, 68236, 68639/68936, 22-238, 22-243, 22-256, 22-504, 22-505, 22-509, 22-520, 22-511, 22-513, 22-517, 22-520, 22-523, 22-524, 22-1000/1058, 22-1060/1099, 22-1100/1199, 23-405/427, 23-429, 23-435, 23-438, 23-444, 23-448, 23-459/463, 23-467/471, 23-498, 23-503, 23-506, 23-507, 23-515/524, 23-527, 23-552, 23-553, 23-660/675, 23-680, 23-682/684, 23-691, 23-693, 23-697, 23-699, 23-701, 23-703/707, 23-709/715, 23-726/728, 23-730, 23-737, 23-738, 23-744, 23-758, 23-760, 23-763, 23-1107/1125, 23-1249, 23-1328, 23-1329, 24-022, 24-028, 24-029, 24-030, 24-033, 24-038, 24-039, 24-049, 24-055, 24-056, 24-064/085, 24-109, 24-112/130, 24-247/253, 24-278, 24-427, 24-437, 25-047, 25-079/082, 25-085/089, 25-107, 25-131 and 26-003. It is likely that some of the gaps between the above serials were also DH-4Bs.

In addition 81 were built for the US Navy by NAF and Boeing, of which some converted from DH-4As, and more aircraft were transferred to the US Army to the US Navy. The Navy serials were A-3384, A-3393, A-3394, A-3398, A-3402, A-3445, A-5809/5814, A-5834/5839, A-5870/5884, A-5982/6001, A-6113/6192 and A-6514.

The **DH-4B-1** version had a 110 gallon main tank fitted and of those converted 50 were transferred to the US Navy. The serials were 63080, 63827, 24-131 and 25-046 and others. The US Navy serials were A-6352/6401.

The **DH-4B-2** designation was used for a conversion fitted with a 75 gallon main tank whilst a conversion with a 135 gallon tank was known as **DH-4B-3**.

The **DH-4B-4** was a staff transport conversion which included 24247, 24253, 25107, 23-515, 24-246/253 and others. The **DH-4B-5** designation referred to a transport version with an enclosed cabin for two passengers and included at least serial 23-1200. The designation **XDH-4B-5** has been associated with an aircraft that had serial 25-121 first and 26-021 later although 26-021 creates a conflict.

A cropduster version was known as **DH-4BD** whilst at least one aircraft was converted with smoke laying equipment as **DH-4BG**. The **DH-4BK** was a night flying version of the DH-4B and aircraft with serials 25-048, 25-078, 25-161/163 and 26-029/030 are known.

The designation **DH-4BM** was a messenger conversion of which serials 25445, 26003 (although the latter serial cannot be substantiated), 25-052, 25-054 and 25-083 are known, whilst the **DH-4BM-1** was a dual control version (serials 25131, 25-083) and the **DH-4BM-2** was a further conversion of the DH-4BM1 with a 135 gallon tank.

The designation **DH-4BN** was carried by an aircraft with serial 25445.

The designation **XDH-4BP** was used for an experimental reconnaissance conversion which was placed in production as **DH-4BP** with conversions including 23460, 23463, 23467, 68216, 68219, 68233, 24-051/054 and 24-095.

Aircraft with serials 23460, 23463, 23467 and 68219 were converted as **DH-4BP-1**.

Another experimental photographic reconnaissance version was the **XDH-4BP-2** which had the wings of a USD.9A whilst the conversion **DH-4BP-3** is also known. The **XDH-4BS** was an experimental version with a supercharger whilst the **DH-4BT** was a training conversion and the **DH-4BW** had a Wright H engine fitted (serial 63897).

The **DH-4C** version saw the introduction of the Packard 1A-1237 engine. The serials 63279/63280 have also been associated with this type. The **DH-4H** designation was used for one aircraft (serial 25447) which was fitted with floats by Curtiss.

The **XDH-4L** was a single aircraft (64593) fitted as a cross country racer. Four other aircraft, with serials 62945/62948 were known as **DH-4L**.

In February 1923 Boeing rebuilt three DH-4s with a steel tube fuselage and larger wheels. Known as **XDH-4M** these aircraft had serials 68590/68592.

These were followed by rebuilt **DH-4M-1s** which were also known as Boeing model 16. The serials were 22885/23109, 23340, 23447, 23570, 23574, 23578, 23579, 23894, 24171/24330, 24451/24454, 29125, 29133, 29136, 29138, 29154, 29183, 30131, 30135, 30210, 30248, 30422, 30433, 30443, 30446, 30456, 30517, 30520, 30708, 30954, 30980, 31082, 31184, 31200, 31202, 31205, 31214, 31216, 31220, 31242, 31246, 31260, 31262, 31265, 31271, 31274, 31287, 31298, 31301, 31306, 31307, 31318, 31345, 31368, 31382, 31386, 31391, 31412, 31425, 31450, 31483, 31497, 31498, 31561, 31568, 31715, 31835, 31919, 31956, 32087, 32093, 32104, 32172, 32188, 32205, 32247, 32319, 32377, 32461, 32476, 32512, 32530, 32538, 32578, 32703, 32733, 32734, 32739, 32752, 32772, 32807, 32814, 32815, 32833, 32847, 32855, 32857, 32862, 32879, 32888, 32890, 32894, 32901, 32903, 32920, 32932, 32951, 32956, 32957, 32975, 32984, 32994, 32996, 32998, 33006, 33027, 33049, 63461/63507, 24-451/454, 25-042 and 25-054 (although the last two serials cannot be substantiated) and others. 30 were transferred to the USMC as O2B.

The **DH-4M-1K** was a target tug conversion of the DH-4M-1 whilst the designation **DH-4M-1T** was assigned to a training version of which at least aircraft with serials 23000, 24180, 24185, 24318, 30708, 30954, 31246, 31306, 31919, 31956, 32188, 32377, 32461, 32476, 32512, 32538, 32703, 32733, 32815, 32862, 32879, 32901, 32903 and 33006 are known.

The **DH-4M-2** was a version rebuilt by Atlantic and included serials 22804/22884, 23163/23330, 23381/23410, 23609/23629, 23683, 23685/23688, 23702, 23716/23725, 23732, 23740/23743, 23751/23757, 23766/23774, 23942/23947, 29129, 29134, 29135, 29139/29153, 30251, 30280, 30355/30360, 30452, 30459/30479, 30640, 30731/30752, 30805, 30812, 30813, 30846, 30855, 30880, 30891, 30894, 30913, 30917, 31084, 31095, 31108, 31159, 31167, 31231, 31366, 31377, 31556, 31575, 31624, 31627, 31629, 31638, 31639, 31656, 31666, 31756/31807, 31820, 31827, 31829, 31844, 31850, 31856, 31858, 31871/31886, 31929/31936, 31940/31949, 31955, 31958, 62969, 63005, 63016, 63039, 63049, 63053, 63058, 63220/63265, 63275, 63366/63395, 63414, 63417/63457, 63508/63638, 63680/63760 and 63824/63995.

Several of these (including 31556, 31629, 31656, 31666 and 31929) were further converted as airways aircraft designated as **DH-4M-2A** whilst the designation of **DH-4M-2K** was assigned to a target tug conversion of at least aircraft serialised 23196, 23201, 30355, 30452, 30459, 30640 and 31366.

A photographic reconnaissance conversion was known as **DH-4M-2P** and included aircraft with serials 30060, 30066, 30607, 30731, 30752, 30805, 30812, 30813, 30880, 30891, 30917, 31084, 31231, 31377, 31624, 31627, 31638, 31639, 31955, 63545 and 63680.

A supercharged version was known as **DH-4M-2S** and serials of this version included 22864, 31955, 31958, 62945, 63545, 63680, 64562, 64611 and 64627.

The **DH-4M-2T** was a dual control trainer conversion and aircraft converted included 23406, 23425/23427, 23685, 23688, 23702, 23703, 23708, 23716, 23717, 23722, 23723, 23725, 23732, 23740/23743, 23751, 23757, 23766, 23774, 30061/30099, 62969, 63005, 63053, 63220, 63669, 22-257, 22-356/359 and 24-034/037.

A number of aircraft built by Atlantic have been identified with the designation **DH-4M**. It is likely that these were, in fact, DH-4M-2. The serials were 23-685/688, 23-702, 23-716/725, 23-732, 23-740/743, 23-751/757, 23-766/774 and 25-083 (although the latter serial cannot be substantiated).

A **DH-4N** with serial 68214 has been identified as a test aircraft at McCook Field.

A **DH-4P1** version was ordered by the US Army on 25 May 1918 with serials 42126/42127 whilst there was a **DH-4 Honeymoon Express** with serial 40128.

In 1919 LWF developed a **twin engined** version of the DH-4 as a mail plane for the post office. The span was 52'6" 16.00 m, length 28'2", 8.59 m and the aircraft had 2 Hall Scott L6 engines. 20 were built for the Post Office as well as 10 for the US Army.

A large number of aircraft were also flown with McCook/Wright Field project serials. With the many conversions that took place, it is not possible to determine the version of the aircraft at the time that the P-serial was carried. The aircraft concerned were: 22511 as P-251, 22517 as P-247, 22856 as P-125, 22909 as P-160, 23075 as P-109, 23109 as P-332, 23369 as P-126, 23420 as P-334, 23432 as P-76, 23894 as P-390, 24111 as P-336, 24135 as P-122, 24247 as P-359, 24301 as P-371, 30130 as P-78, 30479 as P-433, 30590 as P-92, 30632 as P-102, 30723 as P-82, 30727 as P-91, 30805 as P-425, 30846 as P-105, 30855 as P-93, 30894 as P-81, 30913 as P-94, 31108 as P-56, 31386 as P-393, 31412 as P-366, 31839 as P-428, 31858 as P-426, 31871 as P-427, 31955 as P-436, 32033 as P-31, 32071 as P-21, 32319 as P-363, 32321 as P-35, 32341 as P-34, 32344 as P-16 and P-49, 32476 as P-392, 40128 as P-85, 62945 as P-77 and P-435, 62946 as P-79, 62947 as P-107, 62948 as P-123, 63181 as P-190, 63278 as P-130, 63279 as P-135, 63280 as P-136, 63413 as P-131, 63541 as P-140, 63600 as P-137, 63630 as P-139, 63698 as P-218, 63719 as P-158, 63737 as P-188, 63747 as P-157, 63896 as P-194, 63897 as P-133, 64007 as P-175, 64008 as P-174, 64009 as P-173, 64281 as P-261, 64316 as P-382, 64354 as P-252, 64356 as P-226, 64468 as P-237, 64535 as P-191, 64539 as P-192, 64587 as P-277, 64593 as P-193, 68209 as P-211, 68214 as P-220, 68592 as P-337, 22-1107 as P-298, 22-1117 as P-297, 22-1118 as P-307, 22-1121 as P-300, 22-1122 as P-301, 22-1123 as P-299, 22-1124 as P-296, 22-1125 as P-302, 22-1128 as P-292, 22-520 as P-258, 22-523 as P-257, 22-538 as P-256, 22-586 as P-271, 22-587 as P-287, 22-596 as P-275, 23-1110 as P-289, 23-1200 as P-288, 23-1249 as P-385, 23-552 as P-315, 23-553 as P-312, 23-669 as P-329, 23-672 as P-429, 23-691 as P-388, 23-697 as P-389, 23-752 as P-391, 26-021 as P-397, 26-029 as P-423, 26-030 as P-398. An aircraft with Project serial P-219 has not been matched with a serial.

*Refer also to CO-7, CO-8, O2B*

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## De Havilland DH-9

### Specifications:

span: 42'5", 12.93 m  
length: 30'6", 9.30 m  
engines: 1 Liberty 12  
max. speed: 112 mph, 180 km/h

The **DH-9** was a development of the DH-4. Production of 14000 aircraft in the USA was considered but was cancelled as drawings were not available. The first order was placed by the US Army on 8 October 1917 and the serials were 9276/11275, in a block with serials 12896/19896, 22804/25803, 29059/33058, 36232/37231 and 39368/39867. Most of these serials were later used for DH-4s and SJ-1s.

A single British built **DH-9A** received serial 94030. It is possible that this was the same aircraft as that one flown with Project serial P-18.

*Refer also to Engineering Div. USD-9*

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## De Havilland DH-60 Cirrus Moth

### Specifications:

span: 30', 9.14 m  
length: 23'8", 7.21 m  
engines: 1 De Havilland Cirrus  
max. speed: 102 mph, 164 km/h

The **DH-60** was a light aircraft which first flew in February 1925. One aircraft was purchased by the US Navy in 1927 with serial A-7564 and was used by the Naval Attache of the London Embassy. It was sold in 1934.

It has also been reported that the USAAF had a DH-60G Gipsy Moth with serials 44-90485 that crashed on 22 January 1945 at Dakar, Senegal whilst the serial 44-90484 was reserved for another Gipsy Moth. These two serials have also been connected to cancelled B-32s.

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## De Havilland DH-80 Puss Moth

### Specifications:

span: 36'9", 11.20 m  
length: 25', 7.62 m  
engines: 1 De Havilland Gipsy Major  
max. speed: 128 mph, 206 km/h



*(Source: A.J. Jackson)*

A single example of the **DH-80** was used by the US Naval attache in London. Purchased in 1934 with serial A-8877, the aircraft was eventually impressed by the RAF as DR630, later HM534. The Puss Moth flew for the first time on 9 September 1929. The USAAF used a DH-80 with the RAF serial DD820.

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**De Havilland DH-82 Tiger Moth**

*Refer to T-24*

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## De Havilland DH-94

### Specifications:

span: 36'7", 11.15 m  
length: 24'5", 7.44 m  
engines: 1 De Havilland Gipsy Major  
max. speed: 118 mph, 190 km/h

Originally flown for the first time on 22 June 1937, the US Army purchased a **DH-94** in 1942 with serial 42-94128. It was used at the embassy in London and was originally G-AFPJ. It has also been suggested the aircraft was used in the Middle East and was originally SU-ACP and G-AFPS.

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**De Havilland DH-98 Mosquito**

*Refer to R-8*

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## Del Mar DH-1A Whirlymite

### Specifications:

rdm: 16', 4.88 m  
length: 15'7", 4.75 m  
engines: 1 Kiekhaefer Mercury  
max. speed: 74 mph, 119 km/h



*(Source: Ray Watkins, via 1000aircraftphotos.com photo #9271)*

The DH-1 was a prototype for a target drone helicopter envisaged for the US Army. It flew for the first time on 15 June 1960. Further developments were the DH-1B (a tactical version), DH-1C (target drone), DH-2A (a scout version with an AiResearch GTP30-91) and the DH-2C target drone.

An example of the Whirlymite was used at the US Army's Fort Wolters by students needing additional hover practice. It was tethered to a rolling platform, which itself was tethered to the corner posts of a shed at a later point in time. It was identified as Ground Effect Trainer (GET)-1 or Del Mar Helicopter Trainer (DHT)-1.

---

## **DFW ?**

Specifications:

span:

length:

engines:

max. speed:

The US Navy procured a single seaplane from the Deutsche Flugzeug Werke with serial A-53. According to some sources the aircraft, the model of which is not known, was evaluated but the US Navy Aircraft Record states that it was cancelled due to the outbreak of the war.

---

## DFW C-V

### Specifications:

span: 43'7", 13.27 m  
length: 25'10", 7.88 m  
engines: 1 Benz Bz IV  
max. speed: 96 mph, 155 km/h

The US Army procured a single **C-V** with serial 94031.

---

## DFW 5-T-AV

Specifications:

span:

length:

engines:

max. speed:

The US Army procured a single aircraft listed as model **5-T-AV** with serial 94083. It had originally German serial 4317. Reference sources do not mention a model 5-T-AV.

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## Diamond DA20-C1 Eclipse

### Specifications:

span: 35'8", 10.87 m  
length: 23'6", 7.16 m  
engines: 1 Teledyne IO240B3B  
max. speed:



*(Source: US Navy)*

The US Naval Academy procured two aircraft which were used for introductory flight training. The aircraft carried civilian registrations N286DC and N887DC.

Another 35 were acquired by the USAF Academy with registrations which included N915AF to N944AF. The aircraft were owned by BCC Equipment Leasing and the flight programme was conducted by the Embry-Riddle Aeronautical University.

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## Donnett-Denhaut DD8

### Specifications:

span: 55'2", 16.81 m  
length: 31'2", 9.50 m  
engines: 1 Hispano Suiza 8AV8  
max. speed: 81 mph, 130 km/h



*(Source: US Navy?)*

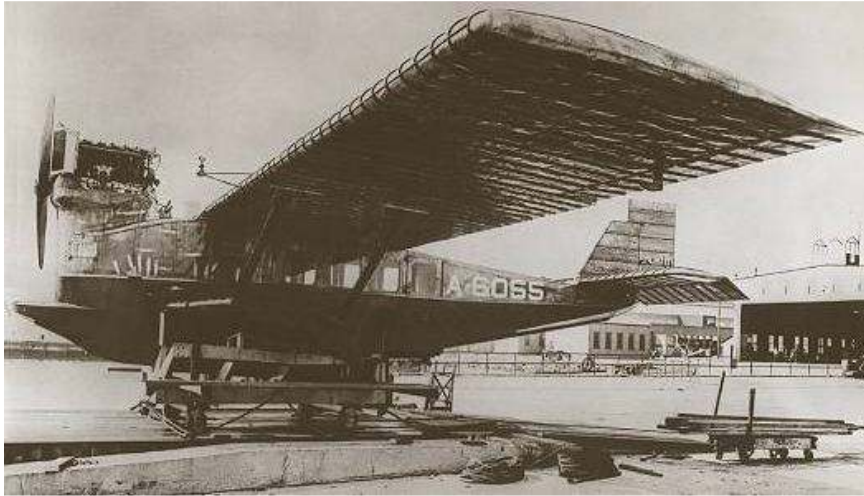
The US Navy purchased 58 of the French built **DD8** flying boats but, except for two which were transferred to the US in 1918 with serials A-5652/5653, they remained in France and were used with French serials.

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## Dornier CsII

### Specifications:

span: 55'10", 17.02 m  
length: 33'7", 10.24 m  
engines: 1 BMW III9  
max. speed: 93 mph, 150 km/h



*(Source: US Navy?)*

The **CsII** was a version of the Dornier C all metal passenger aircraft. The US Navy procured a single example with serial A-6055 in 1920 to study the construction techniques.

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## Dornier D-1

Specifications:

span:

length:

engines: 1 BMW IIIa

max. speed:



*(Source: Dan Shumaker, via 1000aircraftphotos.com photo #9134)*

A Dornier **D-1** was obtained by the US Army in March 1922 with serial 68546. It was also flown with Project serial P-241. At the same time the US Navy tested one with serials A-6058 although this series has also been associated with a Dornier j Wal.

As the Dornier company was a subsidiary of the Zeppelin Lindau company, some references refer to this aircraft as a Zeppeli Lindau aircraft.

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## Dornier Do-335

### Specifications:

span: 45'4", 13.82 m  
length: 45'5", 13.84 m.  
engines: 2 Daimler Benz DB603  
max. speed: 413 mph, 665 km/h



*(Source: San Diego Air and Space Museum)*

A captured Dornier **Do-335** was tested by the US Navy with serial 121447. Two such aircraft were obtained by the US military services.

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## **Dornier H Falke**

### Specifications:

span: 32'10", 10.01 m  
length: 24'5", 7.44 m  
engines: 1 Wright H3  
max. speed: 163 mph, 261 km/h

Imported by Wright, the US Army procured one **H Falke** aircraft with serial 64219 and evaluated it. Later reference source assign this serial, however, to a Huff Daland TA-2. It has also been suggested that this was the same aircraft as Wright WP-1 with serial A-6748.

*Refer also to PW*

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## **Dornier J Wal**

### Specifications:

span: 76', 23.16 m  
length: 60', 18.29 m  
engines: 2 BMW VI  
max. speed: 140 mph, 225 km/h

The Wal twin engined flying boat first flew on 6 November 1922. The US Navy procured one model **J** for evaluation with serial A-6058.

Some reference sources have suggested that A-6058 was a Dornier D I Falke.

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## **Dornier Libelle**

### Specifications:

span: 27'11", 8.51 m  
length: 23'7", 7.19 m  
engines: 1 Siemens Halske  
max. speed: 75 mph, 121 km/h

The **Libelle** was a two seat trainer flying boat which was designed in Germany and flew for the first time on 16 August 1921. The US Navy ordered one with serial A-6552 but the order was cancelled.

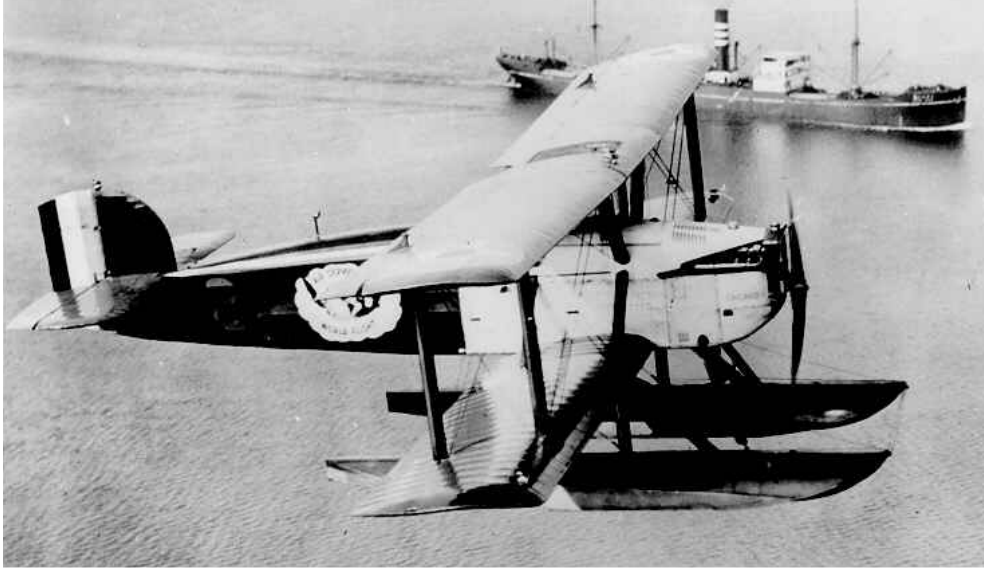
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## Douglas DWC

### Specifications:

span: 50', 15.24 m  
length: 38'11", 11.86 m  
engines: 1 Liberty 12A  
max. speed: 92 mph, 148 km/h



*(Source: US Army)*

The Douglas World Cruiser (**DWC**) was a two seat bi-plane with interchangeable wheel/float undercarriage specifically ordered for a around the world flight which was made in 1924 by the US Army.

The aircraft, which had been numbered 1 to 4, began the journey on 4 April 1924 and the trip was completed by two of the aircraft on 28 September 1924. The fifth aircraft, the prototype, did not take part in the flight. The serials were 23-1210 and 23-1229/1232. Some references give these serials as 23-1230/1233. Aircraft 23-1210 was also flown with Project serial P-318.

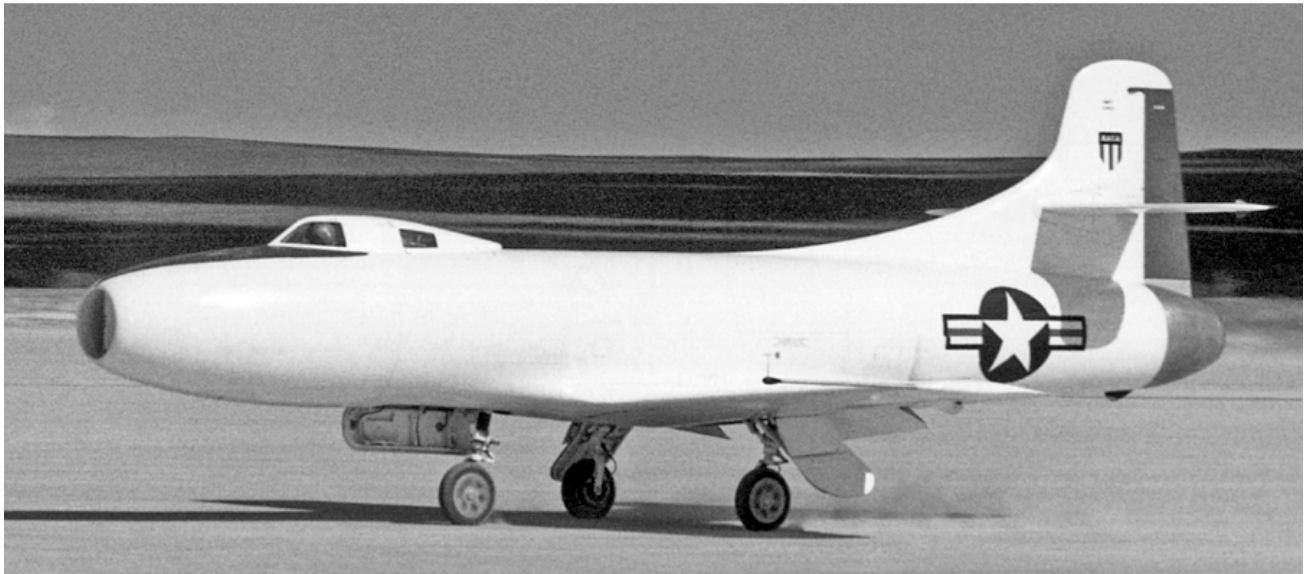
*Refer also to O-5 and TD*

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## Douglas D-558

### Specifications:

span: 25', 7.62 m  
length: 35', 10.67 m  
engines: 1 Allison J35-A-11  
max. speed: 651 mph, 1047 km/h



(Source: NASA)

The **D-558-1** Skystreak, to which the specifications apply, was built for the US Navy to investigate the characteristics of transonic speeds. Three were built with serials 37970/37972 and the first flight was on 28 May 1947. The programme continued until June 1953 by which time aircraft 37971 had been lost on 3 May 1948. The other two aircraft went to NACA as 141 and 142 respectively. They are now on display at NAS Pensacola and USMC Quantico.



(Source: NASA)

The **D-558-2** Skyrocket was an entirely different design with a span of 25', 7.62 m, length of 45'3", 13.79 m and a mixed engine system consisting of a Westinghouse J-34 and a Reaction Motors SXLR-8, giving it a speed of Mach 2. The Skyrocket was built to investigate swept wings at high speeds. Three were ordered with serials 37973/37975 and the first flight was on 4 February 1948. The first aircraft was fitted with the Westinghouse engine only whilst the second aircraft had the combination of engines. The third aircraft had only a rocket engine and was launched from a modified B-29. On completion of the Navy research programme the aircraft were handed over to NACA. The first aircraft went on 31 August 1951 to NACA as NACA143 and was retired in March 1957. The second aircraft went to NACA as NACA144 on 1 December 1948 and is now in NASM. The third aircraft went to NACA in December 1950 as NACA 145. The research programmes were completed in 1953.

The **D-558-3** proposal was made in 1953 in competition with the X-15 and would have attained a speed of Mach 9.

These aircraft never received a formal Navy designation as, according to Naval Aviation News, Jan 1947, the aircraft (in this case the D-558-1) were not considered 'a military airplane and therefore could not fit into the Navy's designation scheme. The contractor's model number was accepted as its designation'.

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**Douglas RDB.7B**

*Refer to A-20*

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## Driggs Dart

### Specifications:

span: 27', 8.23 m  
length: 17'2", 5.23 m  
engines: 1 Wright Morehouse 2  
max. speed: 79 mph, 127 km/h



*(Source: US Army?)*

Modified from the Driggs-Johnson DJ-1 Bumblebee, the Driggs **Dart** was a light sport plane of which the US Army procured one with serial 26-205 to test wings with a variable camber airfoil. It was also flown with Project serial P-443.

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**Edo E-175**

*Refer to J4F*

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## Eissler Wien XXII

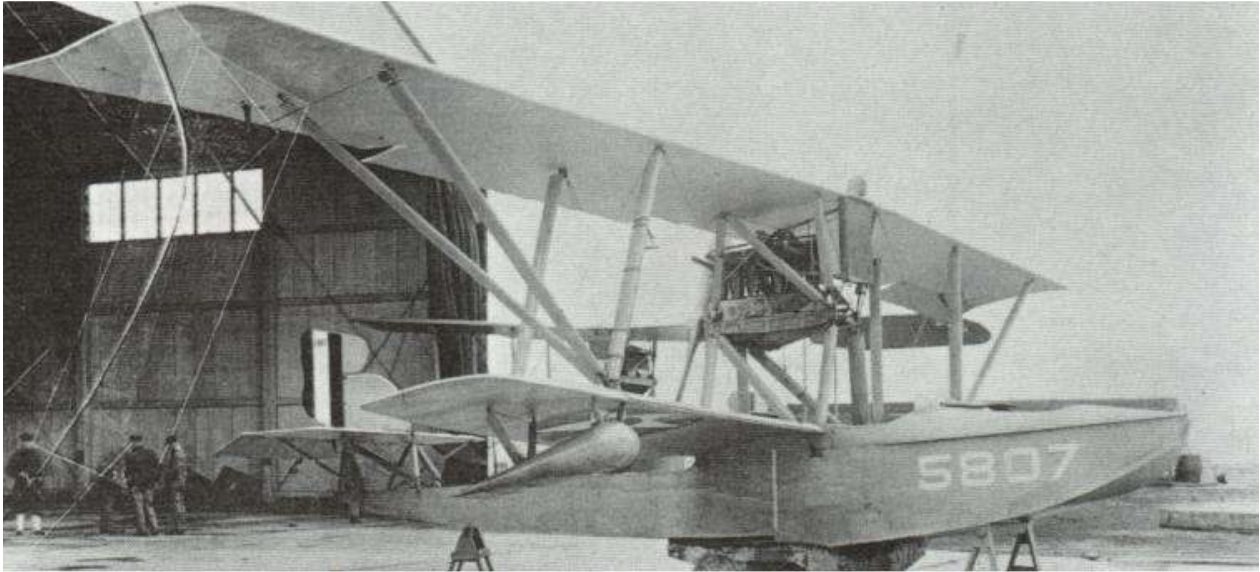
Specifications:

span:

length:

engines:

max. speed:



*(Source: US Navy)*

The **Eissler Wien XXII** was an Austrian built flying boat taken by the US Navy to the USA as a war booty. Its serial was A5807. Although no details have been found of a firm with the name of Eissler Wein, it is likely this was a licence version of the Hansa Brandenburg W.13 which was built in Austria as the type K. In fact, some reference sources suggest that A-5807 was a Lohner's K.

The US Navy also obtained several unspecified Austrian flying boats with serials A-6049/6054 which were formerly identified as S-26, R-9, S-32, L-126, A-125, A-87. They were not flown in the USA.

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## Empire Corps Observation

Specifications:

span:

length:

engines:

max. speed:

Four **Corps Observation** aircraft were ordered by the US Army on 28 August 1919 in serial block 63267/63271, which were later cancelled. Other sources have suggested only three were ordered.

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## Empire Experimental Steel

Specifications:

span:

length:

engines:

max. speed:

Twelve **Experimental Steel** aircraft were ordered by the US Army on 16 January 1918 with serials 39043/39054 but were cancelled on 3 April 1918.

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**Engineering Div. GAX**

*Refer to GA-1.*

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## Engineering Div. H-1

### Specifications:

span: 26'6", 8.08 m  
length: 26'6", 8.08 m  
engines: 1 le Rhone rotary  
max. speed:



*(Source: Scientific American Oct 1923, via Aerofiles.com)*

Designed by George de Bothezat and built by the Engineering Division, this helicopter flew for the first time on 19 October 1922. It had four six-blade rotors on an open-girder framework, with the motor mounted horizontally next to the pilot's seat. Later a Bentley BR-2 engine was fitted. Development was finally halted in 1924 when stability problems could not be overcome.

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## Engineering Div. USAC-1

### Specifications:

span: 43'9", 13.34 m  
length: 29'3", 8.92 m  
engines: 1 Liberty 12  
max. speed:

The **USAC-1** was a two place combat aircraft. One example was ordered with serial 40045 and was delivered in October 1918. It was also flown with Project serial P-28.

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## Engineering Div. USB

### Specifications:

span: 39'4", 11.99 m  
length: 25'5", 7.75 m  
engines: 1 Hispano H  
max. speed: 115 mph, 185 km/h



(Source: USAAS?)

The USB was a licence built version of the Bristol F2B.

One was delivered as **USB-1** in August 1918 with McCook Field serial P30. Production for the US Army with serials 40046/40049 and 40096/40098, as well as 2000 aircraft to be built by Curtiss in serial block 49545/62444, was cancelled.

The **USB-2** was fitted with a Liberty 12 engine and one was delivered in September 1918 but crashed shortly afterwards. Others with serials 40050/40053 were cancelled.

Improved versions designated as **USB-3** and **USB-4** were redesignated as XB-1A and XB-2 before completion. The **XB-1A** flew for the first time on 3 July 1919 and was also built by Dayton Wright. Some of the latter aircraft had Wright H engines. The serials were 40125, 64155/64194, two aircraft in serial block 64250/64299, 64300 and 94107/94108 whilst two were diverted to the US Navy with serials A5974/5975.

Several aircraft were also flown with Project serials: 40125 as P-90, 64115 as P-171, 64158 as P-179, 64160 as P-181, 64161 as P-182, 64177 as P-205, 64300 as P-180, 94107 as P-150 and 94108 as P-151.

The **XB-2** was cancelled.

*Refer also to Curtiss USO*

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## Engineering Div. USD-9

### Specifications:

span: 45'11", 14.00 m  
length: 30'2", 9.19 m  
engines: 1 Liberty 12  
max. speed: 115 mph, 185 km/h



(Source: Warren Brodie, via Aerofiles.com)

A licence version of the de Havilland DH-9, two **USD-9s** were ordered by the US Army with the Engineering Div. One received the serial 40026 whilst the second, with serial 40027 was cancelled. In addition an unnumbered static test model was built. Three were ordered with Dayton Wright, with serials 40042/40044 of which the first was delivered in August 1918. 40044 was completed as USD-9A. Six aircraft with serials 40028/40033 were ordered with Fisher Body but these were cancelled. These were followed by the **USD-9A** which had a length of 30'3", 9.22 m and of which five were built by the Engineering Div. and four by Dayton Wright. The serials were 40044, 40060/40063, 40066/40068 and 40118. Production of 2000 aircraft in serial block 49545/62444 was cancelled. Aircraft 40119 was originally ordered as USD-9A but was completed in February 1919 as **USD-9B** (or **USD-9AB**) with an increased wing area.

Several aircraft were also flown with Project serials: 40026 as P-36, 40042 as P-40, 40043 as P-45, 40044 as P-64, 40060 as P-43, 40061 as P-47, 40062 as P-50, 40063 as P-51, 40067 as P-71, 40068 as P-74, 40118 as P-80 and 40119 as P-60.

*Refer also to de Havilland DH-9*

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**Engineering Div. VCP**

*Refer to R-1 and PW-1*

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**English Electric Canberra**

*Refer to B-57*

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## E-Systems L450F

### Specifications:

span: 57', 17.40 m  
length: 29'7", 9.02 m  
engines: 1 Pratt & Whitney PT6A  
max. speed: 230 mph, 370 km/h



*(Source: Gill Bliss, via designationsystems.com)*

Designed for the Compass Dwell system, the L450F aircraft was based on the Schweizer SGS 2-32 sailplane, and was first of two was flown in manned configuration in February 1970. They had serials 72-1286/1287. The second aircraft was later converted to an unmanned vehicle (with the cockpit deleted) and evaluated by the USAF in early 1972 under the designation XQM-93A.

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## Farman ?

Specifications:

span:

length:

engines:

max. speed:

A Farman seaplane was ordered for evaluation by the US Navy with serial A-126. According to the US Navy Aircraft Record it was found to be in bad condition and may not have been flown. Another aircraft with serial A-127 was cancelled.

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**FBA 17HT4**

*Refer to OO*

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## Fiat G-91

### Specifications:

span: 28'1", 8.56 m  
length: 33'9", 10.29 m  
engines: 1 Fiat Orpheus 803  
max. speed: 668 km/h, 1075 km/h



(Source: US Army)

In 1961 the US Army tested a Fiat **G-91R/1** and a Dornier built **G-91R/3** as part of its Close Air Support programme. The aircraft did not receive any serials but were flown in US markings with a construction number in lieu of the serial. Numbers of the US Army aircraft were 0042 and 0065 respectively. Some reference sources quote serial 0052 but it is believed this is an error. At the same time the USAF tested a **G-91R/1** and a **G-91R/3s** although there is no suggestions that they were actually flown or received serials. The Dornier built aircraft may have been c/n 66. The US Army also used a **G-91T** two seater with tail number 0002. The Fiat G-91 flew for the first time on 9 August 1956 and the USAF did order 50 **G-91R/4s** for supply to Greece and Turkey. They did not receive any USAF serials and were, in fact delivered to Germany.

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## Fokker C-1

### Specifications:

span: 34'10", 10.62 m  
length: 23'8", 7.21 m  
engines: 1 BMW  
max. speed: 112 mph, 180 km/h



*(Source: Fokker?)*

Three Fokker **C-1**s were purchased for evaluation by the USMC in 1921. They had serials A-5887/5889. Some references suggest serial 94034 was assigned to a Fokker C-1 as well, but it is more likely that this was a Fokker D-VII.

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## **Fokker D-VI**

### Specifications:

span: 25'1", 7.65 m  
length: 20'6", 6.25 m  
engines: 1 Oberursel UII  
max. speed: 122 mph, 197 km/h

One Fokker **D-VI** was obtained by the US Army and evaluated with serial 94033.

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## Fokker D-VII

### Specifications:

span: 29'4", 8.94 m  
length: 22'11", 6.99 m  
engines: 1 BMW III and others  
max. speed: 124 mph, 200 km/h



*(Source: William T. Larkins)*

142 captured Fokker **D-VII**s were shipped to the United States and tested by the US Army and US Navy. Several of these aircraft received serials including 64303, 64343 (unconfirmed), 64346, 68543, 94034, 94039, 94040, 94102/94104 and A-5843/5848. The serials A-5849/5854 refer to aircraft which had been cancelled.

Several aircraft were flown with Project serials: 64346 as P-195, 68543 as P-228, 94034 as P-290, 94039 as P-138, 94040 as P-127, 94102 as P-144, 94104 as P-143 and P-291 as well as unknown aircraft as P-108, P-210, P-212 and P-213.

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## Fokker D-VIII

### Specifications:

span: 29'3", 8.92 m  
length: 22'10", 6.96 m  
engines: 1 Oberursel UrII  
max. speed: 117 mph, 188 km/h



*(Source: San Diego Air and Space Museum)*

Several captured Fokker **D-VIIIs** were tested by the US Army. Known serials are 64345 and 94112. They were also flown with Project serials P-165 and P-169 respectively.

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## Ford XB-906

### Specifications:

span: 77'10", 23.72 m  
length: 50'3", 15.32 m  
engines: 3 Pratt &Whitney SR-1340  
max. speed: 156 mph, 251 km/h



*(Source: RMP Archive, via 1000aircraftphotos.com photo #3109)*

In 1931 Ford submitted a bomber development of the 5-AT-D transport to the USAAC for testing as XB-906. The aircraft, which flew for the first time on 9 April 1931 was registered as NX9652 and was not procured by the USAAC. It crashed in a diving test on 19 September 1931.

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**Franklin PS-2**

*Refer to TG-15*

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