

Combat Aircraft Procured

THE FOLLOWING TABLES contain key dates relating to development, procurement and service use of combat types of airplanes obtained in quantities sufficient to equip a squadron. "Combat type" excludes trainers, transports, and utility types; however, models originally obtained for such purposes and later reported as being utilized for combat missions are included — e.g., the VE-7 and VE-9. Noncombat configurations of combat aircraft, such as TA-4E and PB2Y-3R, are also included. The term "quantities sufficient to equip a squadron" is somewhat elastic; through the 1920s (and 1930s for patrol planes) aircraft are included if as few as nine were obtained. Other than that, the table is limited to aircraft of which at least 18 were obtained.

The complete tabulation consists of five tables: attack planes, fighter planes, patrol and early warning planes, observation planes and World War I aircraft. Attack and patrol planes each include a number of specific missions identified in the heading of the table. Aircraft did not always lend themselves to the above divisions; for example, a fighter-bomber can be either a fighter or an attack plane. Arbitrary judgments, necessary to place such aircraft in one table, are reflected in designations and cross-references under alternate designations.

World War I aircraft were listed in a separate table because of the lack of data on first flight, contract date, etc., and in order to show shipments overseas.

Description of Column Headings

Designation—Basic designations and redesignations are included and are arranged alphabetically. If aircraft were procured from the Army/Air Force their designations are also listed.

First aircraft contract—This shows the date of the first contractual commitment for delivery of an airplane. If the first aircraft was ordered by amendment to a design contract, the date of the amendment is used. Letters of Intent and even telegraphic orders are treated as contracts. If a contract date could not be established, an estimate, shown as "(est)", was made from available data. The use of a year followed by a number (as 1922-2), shows that the contract was made in the quar-

ter (in this example, the second) of the calendar year. For cross-service procurement, the date of the Navy's commitment to the Army or Air Force is shown. For World War II Army Air Force bombers, the date of the policy decision that the Navy would procure such aircraft is shown.

First flight—Refers to first flight of first aircraft, generally an "X" model. Frequently the date of first flight was estimated (shown as "(est)") usually from date of delivery for Navy flight tests. If documentation permitted, specific dates are given; otherwise the month and year are shown. No first flight date is given for aircraft which were in operation with the Army or the Air Force or commercially before they were delivered to the Navy.

Number accepted, Manufacturer, and Models accepted—These three columns are keyed to each other and show model designations and gross acceptances for Navy, for other services and for allies—whether lend lease, military assistance programs, or (more recently) military sales in which the Navy served as the agent of the procuring government—are shown in parentheses and included in the overall totals. For aircraft still in production, number accepted is total as of 31 December 1995.

In general, the manufacturer can be readily identified although the following may have become obscure: LWF for Lowe, Willard, and Fowler; NAF for Naval Aircraft Factory and B/J for Berliner/Joyce. No attempt was made to indicate corporate history except in the use of the family spelling "Loughead" as well as the better known "Lockheed," and in distinguishing between the Northrop subsidiary of Douglas and the Douglas Company. Thus Vought includes Lewis and Vought, the independent Chance Vought Corporation, the Vought and Vought-Sikorsky divisions of United Aircraft Corporation, the later independent Vought company and the present Vought Aeronautics Division of Ling-Temco-Vought. McDonnell and Douglas are treated as separate entities.

For aircraft redesignated while in production, both old and new designations are shown (P3V-1/P-3A), indicating that aircraft were accepted under both designations.

Squadron delivery and Last reported in squadron or inventory—These give the date when the first combat type unit received basic aircraft and similarly gives the date of the last report that such a unit had the aircraft in its custody. Thus these columns show the span of aircraft service life in combat units of the U.S. Navy and identify the first and last squadron to have custody of the aircraft. The occasional assignment of a single experimental aircraft to a combat unit is omitted; this sometimes occurred a year or more in advance of actually equipping the first squadron. For purposes of this table, combat units are defined as squadrons attached to the Atlantic or Pacific Fleet, including replacement training squadrons but excluding utility, transport, and experimental and evaluation squadrons. Thus units of the training commands and naval reserve are omitted as generally are the pre-World War II District squadrons. If squadron data is incomplete, the ships, or stations to which the unit was attached are given. Particularly, for late World War II and the early post-war years, the final squadrons with a particular aircraft could not be identified beyond the fact that they were in the Atlantic or Pacific Fleets.

A variety of sources were utilized in compiling the service history. Correspondence, individual aircraft history cards, and the monthly status report compiled by the Bureau of Aeronautics, or Deputy Chief of Naval Operations (Air). From 1926 until 1941 this report was titled, "Monthly Report, Status of Naval Aircraft," it then became "Monthly Status of Naval Aircraft"; in 1948, "Location of Naval Aircraft"; and in 1951, "Allowances and Location of Naval Aircraft." Initial assignment data is believed to be exact. The data in "last reported," is approximate; it was drawn almost entirely from the above reports, and there is uncertainty as to the cur-

rency of the data supporting any particular issue. In addition, data within the report was, at times, a month out of phase with the issue date.

Since the squadron organization did not come into being until after World War I, the table for World War I aircraft shows assignment to stations and final withdrawal from inventory.

Description—This column shows the number of wings and crew provision as a single entry, i.e., B/2 means biplane, two place. Variations in size of crew are shown in parentheses; fighters were single place, unless otherwise indicated. Other notes on equipment and structure are included to indicate basic technological advance. When mission data is shown it generally reflects a change in military requirements.

The standard engine nomenclature is used: R for radial aircooled (generally followed by a number indicating displacement); J for jet; T for turboprop; O for horizontally opposed; all others were in line or Vee-type, generally liquid cooled. Standard power terminology is used: horsepower for propeller drives and pounds thrust for jet units. The practice on turboprops has varied. Sometimes the horsepower absorbed by the propeller and the residual thrust in pounds are both given; at others, the two are combined in equivalent shaft horsepower "eshp." Identifying nomenclature for engine manufacturers was adapted from standard practice as follows:

AL, Allison; ACM, Aircooled Motors; AIR, AiResearch; AM, Aeromarine; BO, Boeing; CAM, Curtiss Aeroplane & Motor Co.; CO, Continental; FR, Franklin; GE, General Electric; LA, Lawrance; Lib, Liberty; LY, Lycoming; PKD, Packard; P&W, Pratt & Whitney Aircraft; RA, Ranger; WAC, Wright Aeronautical Corporation; WE Westinghouse; WR, Warner.

Attack Series

Includes Dive Bomber (VB), Torpedo Planes (VT), Torpedo Bombers (VTB), Scout Bomber (VSB), Carrier Scouts (VS), and Carrier ASW (VS)

Aircraft Designation	Date First Aircraft Contract	Date First Flight	Date Last Delivery	Number Accepted	Manufacturer	Models Accepted	Squadron Delivery	Last Reported in Squadron or * Inventory	Description
A-1	(Redesignation of AD)								
A-2	(Redesignation of AJ)								
A-3	9/29/49	10/22/52	1/61	282	Douglas	XA3D-1; A3D-1, -2, -2P, -2Q, -2T; A-3B; KA-3B, EKA-3B, RA-3B, EA-3B.	3/31/56 VAH-1	3/91 KA-3B	M/3 (7 in -2Q; 8 in -2T). Swept wing; 2 P&W J57, 9,500 to 10,500#.
A-4	9/13/52	6/22/54	2/27/79	2,876 (294)	Douglas	XA4D-1; A4D-1, -2, -2N, -5; A-4A, -4C, -4E, -4F, -4G, -4H, -4K, -4KU, -4M, -4N; TA-4E, -4F/J, -4H, -4J, -4K, -4KU; EA-4F	9/27/56 VA-72	3/94 A-4M	M/1 (2 in TA versions). Modified deltawing; WAC J65, 7,700# or P&W J52, 7,500 to 8500#.
A-5	8/29/56	8/31/58	11/5/70	156	North American	A3J-1; A-5A,-5B; RA-5C.	6/61 VAH-3	3/81 RA-5C	M/2. Supersonic; 2 GE J79, 17,000#.
A-6	3/26/59	4/19/60	1/31/92	890	Grumman	A2F-1; A-6A, -6E; EA-6A, -6B; KA-6D; YA-6F.	2/63 VA-42		M/2. 2 P&W J52, 8,500#.
A-7	3/19/64	9/27/65	10/86	1,491 (498)	Vought	A-7A, -7B, -7D, -7C, -7E, -7H; EA-7L.	10/13/66 VA-147	6/92 A-7E	M/1. Developed from F-8; P&W TF-30 (non-afterburning).
F/A-18	1/22/76	11/78		1196	McDonnell Douglas	F/A-18A, -18B, -18C, -18D.	1/7/83 VMFA-314		M/1 (2); 2 F404GE-400, Mach 1.8+; F/A-18D is a two seater.
AV-8	12/22/69		4/23/96	462**	Hawker Siddeley McDonnell Douglas	AV-8A, TAV-8A, AV-8B, -8C, TAV-8B	1/27/71		M/1 (2 in TA version). V/STOL Aircraft. One RR F402-RR-401, 21,500#.
AD	7/6/44	3/18/45	3/57	3,180 (20)	Douglas	XBT2D-1, -1W, -1P, -1Q, -1N; XAD-1W, -2; AD-1, -1Q, -2, -2Q, -3, -3Q, -4B, -4N, -4Q, -4W, -5, -5W, -5N, -6, -7; EA-1F.	12/6/46 VA-19A	12/31/71 EA-1F	M/1 (2 in -5; 2 to 4 in -Q, -W, -N and -S). First successful USN aircraft originally designed as both dive bomber and torpedo plane; WAC R-3350, 2700 to 3,150 hp.
A3D	(Redesigned A-3)								
A4D	(Redesigned A-4)								
AF	2/19/45	12/46	4/53	389	Grumman	XTB3F-1,-1S, -2S; AF-2W, -2S, -3S.	10/18/50 VS-25	8/31/55 VS-37 AF-2W	M/3. ASW attack (S) and search (W); P&W R-2800, 2300 hp; also WE 19XB, 1,600 in XTB3F-1.

Attack Series—Continued

A2F	(Redesignated A-6)								
AJ	6/24/46	7/3/48	6/54	143	North American	XAJ-1; AJ-1, -2, -2P	9/13/49 VC-5	1/31/60 VAP-62, VCP-61, AJ-2P	M/3. First heavy attack; 2 P&W R-2800, 2300 hp and J33, 4,600#.
A3J	(Redesignated A-5)								
AM	1/14/44	8/26/44	10/49	152	Martin	XBTM-1; AM-1, -1Q.	3/1/48 VA-17A	10/1/50 VC-4 AM-1Q	M/1 (2 in-1Q). P&W R-4360, 3,310 hp.
BF2C	12/16/32	5/11/33 est	10/34	28	Curtiss	XF11C-3; BF2C-1.	11/34 VB-5B	2/29/36 VB-5B BF2C-1	B/1. WAC R-1820, 700 hp.
AU	(Designated for last U.S. Navy production version of F4U)								
BFC	(Redesignation XF11C -1 & -2)								
BG	6/13/32	6/33 est	11/35	61	Great Lakes	XBG-1;BG-1	10/24/34 VT-1S	6/30/41 VMS-6, BG-1	B/2 1000# dive bomber; P&W R-1535, 700 hp.
BM	6/18/28	5/29 est	1/33	34 1	Martin NAF	XT5M-1; XBM-1; BM-1,-2.	10/24/32 VT-1S	9/30/38 VCS-6,BM-2	B/2 First "heavy" 1000# dive bomber; P&W R-1690, 625 hp.
BT			10/20/38	54	Northrop	XBT-1; BT-1; XBT-2.	4/38 VB-5	1/43 PAC	M/2. 1000# dive bomber; P&W R-1535-94, 825 hp.
BTD	6/30/41	4/8/43	10/45	30	Douglas	XSB2D-1; BTD-1; XBTD-2	(Not assigned to Fleet Squadrons)		M/1 (2 in SB2D). WAC R-3350, 2100 hp; also WE 19B Jet.
BT2D	(Initial designation for AD)								
BTM	(Initial designation for AM)								
CS	6/22 est	11/23 est	1/26	8 75	Curtiss Martin	CS-1, -2. SC-1, -2.	3/1/24 VS-3	12/19/27 VT-2, SC-2	B/2, Conv't 3-in-1—torpedo, scout & bomber; steel tube fuselage & tail; WAC T-2 or T-3, 525 or 625 hp.
DT	1921	11/21 est	1924-2	41 6 20 11	Douglas NAF LWF Dayton-Wright	DT-1, -2. DT-2, -4. DT-2. DT-2.	12/12/22	4/1/28	B/1 (2 in -2). Conv't; torpedo; welded steel tube forward fuselage and horizontal tail; fuselage skin partially aluminum; folding wings; Lib. 400 or 450 hp; WAC T-3, 650 hp in -4.

F/A-18	(See Fighter Series)								
MBT	(Original version of Martin Bomber, see MT)								
MT	9/30/19	2/4/20	8/20	9	Martin	MT; MBT.	8/20 LANT and PAC	6/2/28 VO-8M, MT	B/3. Land, folding wing on some aircraft; 2 Lib. 400 hp.
PT	1921	7/21 est	7/22	33	NAF	PT-1,-2	3/22 VT-1	7/23 VT-1, PT-2	B/2. Lib. 400 hp.
S-2	6/30/50	12/4/52	12/67	1,120 (63)	Grumman	XS2F; S2F-1, -2, -3, -2D; S2F-3S/S-2E.	2/54 VS-26	3/84 S-2E	M/4. ASW; 2 WAC R-1820, 1,525 hp.
S-3	8/69	1/21/72	9/77	187	Lockheed	S-3A, -3B.	2/20/74 VS-41		M/4. ASW Aircraft. 2 GE TF-34-GE-2, 9,000#.
SBA	(Prototype for SBN)								
SB2A	4/4/39	6/17/41	2/44	771(468)	Brewster	XSB2A-1; SB2A-1, -2, -3, -4.	1/31/43 VMF(N) -531	11/30/43 VMF(N) -532, SB2A-4	M/2. Used for training, WAC R-2600, 1700 hp.
SBC	6/30/32	6/14/34	4/41	258	Curtiss	XSBC-3, -4; SBC-3, -4.	7/17/37 VS-5	6/1/43 VMSB-151 SBC-4	B/2. P&W R-1535, 825 hp in -3 ; WAC R-1820, 1950 hp in -4.
SB2C	5/15/39	12/18/40	10/45	5,516(1) 834(26) 300	Curtiss CanCar Fairchild	XSB2C-2,-5,-6; SB2C-1, -1A, -1C, -3, -4, -4E, -5. SBW-1,-1B, -3, -4, -4E, -5. SBF-1, -3, -4E.	12/15/42 VS-9	6/1/49 VA-54, SB2C-5	M/2 (XSB2C-2, sea). WAC R-2600, 1,700 to 1,900 hp; P&W R-2800, 2,100 hp in -6.
SBD	11/18/34	8/35 est	8/44	5321(338) 55	Douglas Northrop	SBD-1, -2, -3, -3A, -4, -4A, -5, -5A, -6. XBT-1, -2; BT-1.	4/11/38 VB-5	9/30/45 PAC, SBD-6	M/2. "All metal," stressed skin; WAC R-1820, 1,000 hp in SBD-1, -2, -3; 1,200 hp in -5 & -6.
SB2D	(Redesignated to BTD)								
SBF	(SB2C manufactured by Fairchild of Canada)								
SBN	10/15/34	3/36	3/42	30 1	NAF Brewster	SBN-1. XSBA-1	8/41 VT-8	12/31/41 VT-8, SBN-1	M/2. Used for training; WAC R-1820, 950 hp; 725 hp in XSBA-1.
SBW	(SB2C manufactured by Canadian Car and Foundry(CanCar))								
SBU	6/30/32	6/33 est	8/37	126	Vought	XF3U-1; XSBU-1; SBU-1, -2.	11/20/35 VS-3B	4/30/41 VS-41 SBU-1	B/2. P&W R-1535, 700 hp.

Attack Series—Continued

SB2U	10/11/34	1/4/36	7/41	170	Vought	XSB2U-1,- 3; SBU-1,- 2, -3.	12/20/37 VB-3	2/28/43 VB-9, SB2U-1	M/2. -3 Conv't; 1st folding winged dive bomber; P&W R-1535, 835 hp.
SC	(CS manufactured by Martin in 1920s)								
SC	(Battleship and cruiser aircraft, World War II, see Observation series)								
SF	6/9/31	8/19/32	12/34	35	Grumman	XSF-1; SF-1; XSF-2.	3/30/34 VF-2B	1/31/36 VS-3B, SF-1	B/2. Retractable landing gear; same basic airframe as FF; WAC R-1820, 700 hp.
S2F	(Redesignated S-2)								
SU	(O3U converted to carrier scout, see Observation series)								
TBD	6/30/34	4/15/35	11/39	130	Douglas	XTBD-1; TBD-1	10/5/37 VT-3	8/31/42 VT-4, TBD-1	M/3. P&W R-1830, 850 hp.
TBF	4/8/40	8/7/41	9/45	2,290(458)	Grumman	XTBF-1, -2, -3; TBF-1, -1B, -1C.	3/25/42 VT-8	10/31/54 VS-27, TBM-3E	M/3. WAC R-2600, 1,700 hp; 1,800 hp in -3.
				7,546(526)	Eastern	XTBM-3, -4; TBM-1,-1C, -3, -3E.			
TB3F	(Prototype for AF)								
TBM	(TBF manufactured by Eastern Aircraft Division, General Motors Corp.)								
TBU	(Produced as TBY)								
TBY	4/22/40	12/22/41	9/45	180	Consolidated	TBY-2	4/45 VT-97	3/31/45 PAC, TBY-2	M/3. P&W R-2800, 2,100 hp; 1850 hp in XTBU-1.
				1	Vought	XTBU-1			
T2D	(Initial designation for P2D, see Patrol series)								
TG	(T4M as manufactured by Great Lakes Aircraft Corp.)								
T3M	1925	7/26 est	1927	124	Martin	T3M-1, -2.	9/7/26 VT-1	7/30/32 VP-3S, T3M-2	B/3. Conv't; WAC T-3, 575 hp; PKD 3A-2500, 770 hp in -2.
T4M	6/30/27	5/27 est	12/31	103 50	Martin Great Lakes	XT4M-1; T4M-1. TG-1, -2.	8/9/28 VT-2B	3/31/38 VT-6,TG-2	B/3. Conv't; generally carrier based; P&W R-1690, 525 hp; WAC R-1820, 575 hp in -2.
T5M	(Initial prototype for BM)								
T2N	(Similar to T5M, included with BM)								

* Dates in this column through 1969 refer to squadrons. After 1969 these dates refer to the inventory.

** Includes 18 remanufactured from AV-8A to AV-8B.

Fighter Series

<i>Aircraft Designation</i>	<i>Date First Aircraft Contract</i>	<i>Date First Flight</i>	<i>Date Last Delivery</i>	<i>Number Accepted</i>	<i>Manufacturer</i>	<i>Models Accepted</i>	<i>Squadron Delivery</i>	<i>Last Reported in Squadron or * Inventory</i>	<i>Description</i>
F-1	(Redesignation of FJ-3 and -4)								
F-2	(Redesignation of F2H-3 and -4)								
F-3	(Redesignation of F3H-3)								
F-4	10/18/54	5/27/58	12/29/71	4,261 (3,057)	McDonnell	F4H-1; F-4A, -4B, -4C, -4D, -4E, -4G, -4J, -4K, -4M, -4N, -4S; RF-4B, -4C; YF-4K, -4M.	12/60 VF-121	12/89 F-4S	M/2. Mach 2 plus; all missile; 2 GE J79, 17,000#.
F-5				44	Northrop	F-5E, -5F	9/77 NFWS	12/14/89	M/2. Mach 1.5; AIM-9, M39 20mm gun, 2 GE J85-GE-21, 5,000# each.
F-6	(Redesignation of F4D)								
F-8	6/29/53	3/25/55	1/65	1264(42)	Vought	XF8U-1; F8U-1, -1P, -2, -2N, -3 -2NE/F-8E; F-8E (FN); F-8J.	3/57 VF-32, VC-3	8/82 F-8J	M. Variable incidence wing; supersonic; P&W J57, 15,000# to 18,000#.
F-9	(Redesignation of F9F-5 through 8)								
F-10	(Redesignation of F3D)								
F-11	(Redesignation of F11F)								
F-14	2/3/69	12/21/70	7/10/92	679(78)	Grumman	F-14, -14B, -14A+, -14D.	1/14/73		M/2. Mach 2 plus. 2 P&W TF-30-P-44, up to 20,000#.
F-16N			9/87	22	General Dynamics	F-16N	4/87 NFWS	5/88	M/1. Mach 2 plus; 2 P&W F110, 20,000#.
F/A-18	5/75		11/18/78	1098	McDonnell	F/A-18A, -18B, -18C, -18D.	1/7/83 VMFA-314		M/1. Mach 2 plus. 2 GE F404-GE-400, 16,000#; F/A-18D a two seater.
F2A	6/22/36	12/37	4/42	503(340)	Brewster	XF2A-1; F2A-1, -2, -3.	12/8/39 VF-3	9/30/42 VMF-112, F2A-2; VMF-211, F2A-3	M/1. Midwing, cantilever monoplane; WAC R-1820, 950 to 1,200 hp.

Fighter Series—Continued

F-21A				37	Israel	F-21A	3/85 VF-43	8/26/87	M1. Mach 2 plus. GE J79-GE-J1E, 30mm cannon, missile, bombs, rockets.
F3A	(F4U Manufactured by Brewster)								
FB	1925	11/25 est	1/27	43	Boeing	FB-1, -2, -3, -5	12/25/25 VF-2	6/30/30 VF-6M, FB-5	B. Carrier, -2 & -5; conv't, -3; radio, -5; CAM D-12, 410 hp in -1 and -2. PKD 1A-1500, 525 hp in -3 and -5.
F2B	1926	12/26 est	2/28	33	Boeing	F2B-1	12/2/27 VF-1B	5/31/35 VN-5D8, F2B-1	B. Conv't; P&W R-1340, 410 hp.
F3B	6/30/27	6/27 est	1/29	74	Boeing	F3B-1	10/17/27 VF-1B	4/28/33 VF-2B, F3B-1	B. P&W R-1340, 410 hp.
F4B	11/28/28	6/28 est	1/33	188*	Boeing	F4B-1, -2, -3, -4.	8/8/29 VB-1B	10/10/42 VJ-5 F4B-4	B. P&W R-1340, 450 hp in -1; 500 hp in -2 to -4.
F6C	1925	7/25 est	6/27	75	Curtiss	F6C-1, -3, -4	9/30/25 VF-2	10/31/32 VF-10M F6C-4	B. Conv't carrier, -2 to -4; CAM D-12, 400 hp in -1 to -3; P&W R-1340, 410 hp in -4.
F7C	6/30/27	6/27 est	1/29	18	Curtiss	XF7C-1; F7C-1	12/28/28 VF-5M	3/31/33 VF-9M, F7C-1	B. P&W R-1340, 450 hp.
F8C	(For F8C-1 -3 see OC in Observation series; F8C-3 became OC-2)								
F8C-2	3/15/28	11/28	11/31	124	Curtiss	XF8C-2, -4, -7 F8C-4, -5; O2C-1, -2.	8/30 VF-1B	7/31/38 VMJ-1 O2C-1	B/2. 500# dive bomber; P&W R-1340B, 450 hp; WAC R-1820, 575 hp in O2C-2.
F9C	6/30/30	2/12/31	9/32	8	Curtiss	XF9C-1, -2; F9C-2.	9/32 <i>Akron</i> Unit	1/31/35 <i>Macon</i> Unit, F9C-2	B. Skyhook; droppable under-carriage; metal monocoque fuselage; WACR-975, 400 hp.
F11C	4/16/32	3/20/32	5/33	29	Curtiss	XF11C-1, -2; F11C-2 redesignated BFC-2.	3/22/33 VF-1B	5/31/38 VB-6, BFC-2	B. WAC R-1820, 600 hp.

F12C	(XF12C-1 monoplane successively modified to XS4C-1 and XSBC-1 and then crashed; it was replaced by XSBC-2 biplane which became XSBC-3)								
FD	(Original designation for FH)								
F3D	4/3/46	3/23/48	10/53	268	Douglas	XF3D-1; F3D-1, -2, -2M.	2/51 VC-3	5/31/70 EF-10B	M/2. Jet night-fighter; 2 WE J34, 3,250#, 3400# in -2.
F4D	12/16/48	1/25/51	12/58	421	Douglas	XF4D-1; F4D-1, F-6.	4/16/56 VC-3	2/29/64 VMF-115, F4D-1, F-6	M. Modified delta wing; tailless; WE J40, 13,700# in XF4D-1; P&W J57, 16,000#.
FG	(F4U manufactured by Goodyear)								
FF	4/2/31	12/21/31	11/33	28	Grumman	XFF-1; FF-1, -2.	6/21/33 VF-5B	3/31/36 VF-5B FF-1	B/2. Metal monocoque fuselage; retractable landing gear; WAC R-1820, 600 hp.
F2F	11/2/32	10/9/33	8/35	56	Grumman	XF2F-1; F2F-1.	2/19/35 VF-2B	9/30/40 VF-2, F2F-1	B. P&W R-1535, 650 hp.
F3F	10/15/34	3/20/35	5/39	164	Grumman	XF3F-1, -2, -3; F3F-1, -2, -3.	4/3/36 VF-5B	10/31/41 VMF-111, VMF-211, F3F-2	B. P&W R-1535, 700 hp in -1; WAC R-1820, 950 hp in -2 and -3.
F4F	7/28/36	9/2/37	5/45	1,978 (431) 5,927 (651)	Grumman Eastern	XF4F-2, -3; -4, -5, -6, -8; F4F-3, -3A -4, -7; FM-1, -2	12/5/40 VF-4	11/30/45 PAC, FM-2	M. Folding wings on F4F-4/FM-1. P&W R-1830, 1,050 to 1,200 hp; WAC R-1820, 1350 hp in -5 and -8/FM-1, -2.
F6F	6/30/41	6/26/42	11/45	12,275 (1,182)	Grumman	XF6F-1/-3, -4, -6; F6F-3, -3E, -3N, -5, -5N.	1/16/43 VF-9	8/31/53 VC-4, F6F-5N	M. P&W R-2800, 2,000 hp to 2,325 hp.
F7F	6/30/41	11/3/43	11/46	364	Grumman	XF7F-1, -2; F7F-1, -1N, -2N, -3, -3N, -4N.	1/44 VMF-911, VMF(N) -531	3/31/54 VJ-62, F7F-3N/ -4N	M. (2-place in -2N, -3N). Tricycle landing gear; 2 P&W R-2800, 2,400 hp; 2,100 hp in -4.
F8F	11/27/43	8/31/44	5/49	1,263	Grumman	XF8F-1, -1N, -2; F8F-1, -1B, -1N, -2, -2N, -2P.	5/21/45 VF-19	1/31/53 VF-921, VF-859, F8F-2	M. Medium altitude interceptor; P&W R-2800, 2,750 hp; 2,500 hp in -2.

Fighter Series—Continued

F9F-2/-5	12/16/46	11/21/47	12/52	1,388	Grumman	XF9F-2, -3; F9F-2,- 3, -4, -5, -5P.	5/8/49 VF-51	10/31/58 VAH-7, F9F-5	M. Straight wing; P&W J42, 5,750# in -2; J48, 7,000# in -5; AL J33, 5,400# in -3; 6,500# in -4.
F9F-6/-8	3/2/51	9/20/51	12/59	1,985	Grumman	F9F-6, -6P, -7, -8, -8P, -8T.	11/52 VF-32	2/29/60 VFP-62, F9F-8P	M. (2 place in -8T). Swept wing; P&W J48, 7,250# in -6,- 8; AL J33, 6,250# in -7.
F11F	4/27/53	7/30/54	12/58	201	Grumman	F9F-9; F11F-1, -1F.	3/8/57 VA-156	4/30/61 VF-33, VF-111, F11F-1	M. Supersonic; WAC J65, 10,500#; GE J79, 14,350# in -1F.
FH	1/7/43	1/26/45	5/48	61	McDonnell	XFD-1; FD-1/FH-1.	7/23/47 VF-17A	7/1/50 VMF-122, FH-1	M. First USN all jet; tricycle landing gear; 2 WE J30, 1,560#.
F2H	3/2/45	1/11/47	8/53	894	McDonnell	XF2H-1; F2H-1, -2, -2N, -2P, -3, -4.	3/49 VF-171	9/30/59 VAW-11, F2H-3/-4	M. Pressurized cabin; ejection seat; 2 WE J34, 3,150#; 3,250# in -3 and -4.
F3H	9/30/49	8/7/51	11/59	519	McDonnell	XF3H-1; F3H-1, -1N, -2, -2N, -2M, F-3B, -3C; MF-3B.	3/7/56 VF-14	8/31/64 VF-161, F-3B	M. Sparrow Missile; 1 in -2M, 3 in -2; WE J40, 13,700 and 10,900# in -1 and -1N; AL J71, 14,400#.
F4H	(Redesignated F-4)								
FJ	1/1/45	9/11/46	4/48	33	North American	XFJ-1; FJ-1	11/18/57 VF-5A	10/1/49 VF-51, FJ-1	M. Stright wing; power boost control; GE TG-180 in XFJ-1; AL J35 (TG-180), 4,000# in FJ-1.
FJ-2/-4	2/10/51	12/27/51	5/58	1,115	North American	XFJ-2, -2B; FJ-2, -3, -3M, -4, -4B, F-1C, -1E.	1/54 VMF-122	9/30/62 VA-216, F-1E	M. Swept wing; GE J47, 6,000# in -2; WAC J65, 7,800#.
FFR	2/11/43	6/25/44	11/45	69	Ryan	XFR-1, FR-1	3/45 VF-66	6/30/47 VF-1E, FR-1	M. Combination jet-propeller; tricycle gear; WAC R-1820, 1,400 hp; plus GE I-16, 1,610#.

FU	(Single seat fighter-trainer version of UO, 20 aircraft converted from UO-3, delivered January-July 1927)								
F3U	(Original XF3U-1 was replaced by XSBU-1 after original acceptance; it was later reaccepted under different serial number.)								
F4U	6/30/38	5/29/40	1/53	7,829 (1,067)	Vought	XF4U-1, -3, -4, -5; F4U-1, -1C, -1D, -2, -4, -4B, -4C, -4P, -5, -5N, -5NL, -5P, -7; AU-1.	10/3/42 VF-12	12/31/55 VC-4, F4U-5N	M. Inverted gull wing; 20mm cannon in -1C, -4B, 4C, -5 and subsequent; -2, night fighter; P&W R-2800, 2,000 hp to 2,700 hp.
				735(430) 4,006 (989)	Brewster Goodyear	F3A-1 FG-1, -1D.			
F6U	12/29/44	10/2/46	2/50	33	Vought	XF6U-1; F6U-1	VX-3	3/52	M. Skin of dural-balsa sandwich; aferburning, WE J34, 4,100#.
F7U	6/25/46	9/48	12/55	305	Vought	XF7U-1; F7U-1, -3, -3M, -3P	4/54 VF-81	11/30/57 VA-66, F7U-3	M. Sweptwing; tailless; 2 WE J34, 4,900# in -1; J46, 5,800# in -3.
F8U	(Redesignated F-8)								
MB-3	1921		1/22	11	Th. Morse	MB-3	Quantico 3/22	Quantico 11/23	B. WAC H, 300 hp. Land.
TS	1921	4/22 est	10/23	34 9	Curtiss NAF	TS-1 TS-1, -2, -3.	12/22 Langley	5/31/27 VF-1, TS-1	B. Conv't; LA J-1, 200 hp in -1; AM U-8-D, 210 hp in -2; WAC E-2, 180 hp in -3.
VE-7	1920	5/20 est	1924	60 69	Vought NAF	VE-7, -7SF, VE-7, -7G, -7GF, -7H, -7SF.	7/20 GITMO	5/1/28 VT-6D-14, VE-7	B/2. (SF, single place). Land; -7H, Sea; WAC E-2, 180 hp. See Observation series.

* Dates in this column through 1969 refer to squadrons. After 1969, these dates refer to the inventory.

** Omits 23 F4B-4A obtained from Army 12/39 and 1 F4B-4 built from spares 6/34.

Patrol and Early Warning Series

<i>Aircraft Designation</i>	<i>Date First Aircraft Contract</i>	<i>Date First Flight</i>	<i>Date Last Delivery</i>	<i>Number Accepted</i>	<i>Manufacturer</i>	<i>Models Accepted</i>	<i>Squadron Delivery</i>	<i>Last Reported in Squadron or * Inventory</i>	<i>Description</i>
A-29	(See PBO)								
B-24	(See PB4Y-1)								
B-25	(See PBJ)								
B-34	(See PV)								
EC-121	(See WV)								
E-1	6/15/56	12/17/56	12/61	88	Grumman	WF-2	11/59 VAW-12	3/31/78 E-1B	M/4. Carrier parasol radome; 2 WAC R-1820, 1,525 hp.
E-2	3/12/59	10/21/60	4/1/94	215(14)	Grumman	W2F-1; E-2A, -2B, -2C.	1/64 VAW-11		M/5. Carrier; 2 position parasol rotodome; 4 vertical tails; 2 AL T56, 4,050 eshp.
E-6			5/28/92	21	Boeing	E-6A	13/4/90 VQ-3		M/18. 4 GE/SNECMA CFM-56, 24,000# each.
EC-130				25	Lockheed	EC-130G, -130Q		3/3/84	See C-130 specifications.
P-2	2/19/43	5/17/45	9/62	1,036 (193)	Lockheed	XP2V-1, -2; P2V-2, -3, -3W, -4, -5, -6, -6B, -7, -7U, -7S; SP-2H.	3/47 VP-ML-2	4/82 SP-2H	M/7-9. Land; 2 WAC R-3350, 3,090 to 3,700 hp; also in -7, 2 WE J34, 3,400#.
P-3	2/2/59		11/30/90	610(36)	Lockheed	YP3V-1; P3V-1/P-3A, -3B, -3C, -3F; YP-3C; RP-3A, -3D; WP-3D.	8/22/62 VP-8		M/12. Land; 4 AL T56, 4,500 to 4,900 eshp.
P-4	(Redesignation of P4Y-2)								
P-5	6/26/46	4/30/48	12/60	239(21)	Martin	XP5M-1; P5M-1, -2.	4/23/52 VP-44	10/31/67 VP-40, SP-5B	M/7. Boat; long hull; faired step; 2 WAC R-3350, 3,250 hp.
PB2B	(PB5Y-5 manufactured by Boeing of Canada, Vancouver, B.C.)								
PBJ	7/7/42		6/45	706	North American	PBJ-1, -1C, -1D, -1G, -1H, -1J.	2/43 VMB-413	1/31/46 PAC, PBJ-1J	M/4-5. Land; 2 WAC R-2600, 1,700 hp.

PBM	6/30/37	2/18/39	3/49	1,366	Martin	XPBM-1 -2, -3, 3C, -3D, -3R, -3S, -5, -5A; PBM-1, -3C, -3D, -3R, -3S, -5, -5A, -5E, -5G	9/1/40 VP-55	7/31/56 VP-50 PBM-5S2	M/7-9. Boat; (-5A, amphibian); WAC R-2600, 1,600 to 1,900 hp; 2 P&W R-2800, 2,100 hp in -5.
PBN	(PB Y manufactured by Naval Aircraft Factory; longer bow)								
PBO	9/41		10/41	20	Lockheed	PBO-1	10/29/41 VP-82	10/31/42 VP-82, PBO-1	M/5. 1st USN land type patrol; 2 WAC R-1820, 1,000 hp.
PBY	10/28/33	3/35	9/45	2,387 (636)	Consolidated	XPBY-1; XPBY-5A; PBY-1, -2, -3, -4, -5, -6A; OA-10, -5B, -6A.	10/5/36 VP-11F	6/1/49 VP-32, PBY-6A	M/5-8. Boat (-5A & -6A, OA-10 & -10B, amphibian); 2 P&W R-1830, 900 to 1,200 hp.
				290(270) 155(137) 230(230)	Boeing NAF Vickers	PB2B-1, -2 PBN-1 PBV-1A, OA-10B.			
PB2Y	7/23/36	12/17/37	9/44	176(33) 41	Consolidated Rohr	XPB2Y-1, -3; PB2Y-2, -3, -3B. PB2Y-3R	12/31/40 VP-13	11/30/45 PAC, PB2Y-3/-5	M/9-10. Boat; 4 P&W R-1830, 1,200 hp.
PB4Y-1	7/7/42		1/45	977**	Consolidated	PB4Y-1, P4Y-1	10/42 VP-51	5/31/56 VJ-62, P4Y-1P	M/6-11. Land; twin tail; 4 P&W R-1830, 1,200 hp.
PB4Y-2	5/3/43	10/43	10/45	739***	Consolidated	PB4Y-2, P4Y-2	8/44 VB-200	6/30/54 VW-3, P4Y-2S	M/11. Land; single tail; 4 P&W R-1830, 1,200 hp.
PD	12/29/27	5/29 est	6/30	25	Douglas	PD-1	7/10/29 VP-7B	10/31/36 VP-6F, PD-1	B/4. Boat; aluminum alloy with fabric covered wings; 2 WAC R-1750, 525 hp.
P2D	7/25	1/27/27	6/32	30	Douglas	T2D-I; P2D-I	5/25/27 VT-2	2/28/37 VP-3F, P2D-1	B/3. Twin float; duralumin and fabric; 2 WAC R-1820, 575 hp.
PH	12/29/27	11/29 est	7/32	10	Hall	XPH-1; PH-1	6/24/32 VP-8S	5/19/37 VP-8F, PH-1	B/5. Boat; lightweight metal structure with fabric covered wings; 2 WAC R-1820, 575 hp.
PK	11/30/29	3/31 est	12/31	18	Keystone	PK-1	9/23/31 VP-1B	7/30/38 VP-1, PK-1	B/5. Boat; twin tail; 2 WAC R-1820, 575 hp.

Patrol Series—Continued

PM	5/31/29	7/30 est	10/31 est	55	Martin	PM-1, -2	8/21/30 VP-8S	4/30/38 VP-16, PM-1	B/5. Boat; 2 WAC R-1820, 575 hp.
P3M	2/28/28	12/28 est	5/31	9 1	Martin Consolidated	P3M-1, XPY-1	4/29/31 VP-10S	5/31/38 VP-15, P3M-2	M/4-5.(1st monoplane patrol); 2 or 3 P&W R-1340, 450 hp.
P4M	7/6/44	9/20/46	9/50	21	Martin	XP4M-1; P4M-1	6/28/50 VP-21	5/31/60 VQ-1, P4M-1	M/9. Land; 2 P&W R-4360, 3,250 hp and 2 AL J33, 4,600#.
P5M	(Redesignated P-5)								
PO-1W	(Initial designation for WV, the Airborne Early Warning version of the Lockheed Constellation)								
PV	7/7/42		12/45	2,162	Lockheed	PV-1 -2, -2C, -2D, -3.	10/42 VP-82	8/1/48 VP-ML-3, PV-2	M/4. Land; 2 P&W R-2800, 2,000 hp.
P2V	(Redesignated P-2)								
P3V	(Redesignated P-3)								
PY	(Prototype for P3M)								
P2Y	5/26/31	3/26/32	5/35	47	Consolidated	XP2Y-1, P2Y-1, -2, -3.	2/1/33 VP-10S	3/31/41 VP-43, P2Y-3	Sesquiplane/5. Enclosed cabins (2 or 3 in XP2Y-1) WAC R-1820, 575 to 700 hp.
P3Y	(Initial designation of PB4Y)								
P4Y	(Redesignation of PB4Y-1 and -2)								
PT	(Torpedo plane manufactured by Naval Aircraft Factory, see Attack series)								
WF	(Redesignated E-1)								
W2F	(Redesignated E-2)								
WV	9/28/48		9/58	152	Lockheed	PO-1W; WV-2, -3	7/52	3/31/79 EC-121K	M/26-31. Land; vertical fin and belly radomes; 4 WAC R-3350, 2,500- 3,250 hp.

* Dates in this column through 1969 refer to squadrons. After 1969, these dates refer to inventory.

** Transport versions of PB4Y-1, 3 RY-1 and 5 RY-2, not included in totals.

*** Transport versions of PB4Y-2, 33 RY-3, of which three were for U.K., not included in totals.

Observation Series

<i>Aircraft Designation</i>	<i>Date First Aircraft Contract</i>	<i>Date First Flight</i>	<i>Date Last Delivery</i>	<i>Number Accepted</i>	<i>Manufacturer</i>	<i>Models Accepted</i>	<i>Squadron Delivery</i>	<i>Last Reported in Squadron or * Inventory</i>	<i>Description</i>
M-8	1919	8/19 est	3/21	17 36	Loening NAF	M-8, M-80, M-81-S, M-81.	8/20** LANT	7/21 PAC, M-81	1st USN production mono-plane; M-8 and M-80, land; M-81, conv't; M-80, 2-place reconnaissance; M-81, 1-place fighter or 2-place; Hispano Suiza, 300 hp.
MO	1922	12/22 est	1/24	36	Martin	MO-1	2/21/23 VO-2	Prior to 1/26	M/3. Conv't; aluminum frame; CAM D-12, 300 hp.
O2B	1924	3/25 est	1925	30	Boeing	O2B-1	4/25 Quantico	2/28/29 VO-9M, O2B-1	B/2. Land; DH-4B with steel tube fuselage; Lib., 400 hp.
O-1	(Redesignation of OE)								
OC	6/30/27	12/27 est	1928	27	Curtiss	F8C-1, -3; OC-1, -2.	1/21/28 VO-7M	9/35 VJ-7M, OC-2	B/2. Land; Marine obs. and attack; P&W R-1340, 410 hp.
O2C	(Redesignation for F8C-5, see Fighter Series)								
OE	6/51 est		8/1/67	97(4)	Cessna	OE-1, -2; O-1G	11/51 VMO-1, VMO-6	3/31/70 O-1C, O-1G	M/2. Land; CO O-470, 265 hp.
OJ	6/28/29	5/31 est	12/34	40	B/J	XOJ-1; OJ-2	3/33 VS-6B	2/29/36 VS-5B, OJ-2	B/2. Conv't; P&W R-985, 400 hp.
OL	1924	5/25 est	3/32	84 26	Loening Keystone	OL-1, -2, -3, -6, -8. OL-9	2/26 Quantico	7/38 NRAB Oakland	B/2-3. Amph; PKD 1500, 400 to 525 hp; Lib., 400 hp in -2; P&W R-1340, 450 hp in -8 and -9.
OS2N	(OS2U manufactured at NAF)								
OS2U	3/22/37	5/38 est	11/42	1,218 (154) 300	Vought NAF	XOS2U-1; OS2U-1, -2, -3. OS2N-1	8/16/40 VO-4	5/31/46 PAC, OS2U-3	M/2. Conv't; P&W R-985, 450 hp.
O2U	1926	11/26 est	2/30	291	Vought	O2U-1, -2, -3, -4.	12/17/27 VO-7M	4/30/36 VB-2B, O2U-2	B/2. Conv't; P&W R-1340, 450 hp.

Observation Series—Continued

O3U	1/18/30	6/30 est	7/35	330	Vought	O3U-1, -2, -3, -6; XO4U-2; XO3U-6; SU-1, -2, -3, -4.	7/15/30 VO-3B	3/42 VJ-3	B/2. Conv't; amph. or land; P&W R-1340, 450 hp.
OV-10	10/15/64	7/16/65	1977	356 (239)	North American	OV-10A, -10B, -10D.	2/23/68 HML-267	4/94 VMO-4, OV-10D	M/2. Light Armed Reconnaissance Aircraft (LARA) for Counter-insurgency (COIN) missions; 2 Air T76, 715 shp.
OY	11/1/43		8/45	306	Consolidated	OY-1, -2	1/44 VMO-1, -2 -3, -4	11/30/54 VMO-1, OY-2	M/2. Land; LY O-435, 185 hp.
SC	(CS design, manufactured by Martin in 1920's, see Attack Series)								
SC	3/31/43	2/16/44	10/46	577	Curtiss	XSC-1, -1A, -2; SC-1, -2.	10/12/44 <i>Alaska</i> (CB 1)	10/1/49 HU-2, SC-1	M/1. Sea; WAC R-1820, 1,300 hp.
SOC	6/19/33	4/34 est	8/39	259	Curtiss	XO3C-1; XSOC-1, SOC-1, -2, -3.	11/12/35 VS-5B	11/30/46 LANT, SOC-1	B/2. Sea; P&W R-1340, 550 hp.
				44	NAF	SON-1			
S03C	5/9/38	10/6/39	1/44	794(250)	Curtiss	XSO3C-1; SO3C-1, -2, -2C, -3.	7/42 VCS-12	3/31/44 VS-46, SO3C-3	M/2. Conv't; RA V-770, 520 hp.
SON	(SOC-3 manufactured by the Naval Aircraft Factory)								
SU	(O3U converted to carrier-based scout)								
UO	1922	19/22 est	16/27 est	163(2)	Vought	UO-1, -4, FU-1	6/14/24 <i>Tennessee</i> (BB 43)	12/31/29 VS-8A, VO-6M, UO-1.	B/2. Conv't; LA/WAC R-790 (J-1 to J-5) 200 to 220 hp.
VE-7	(See Fighter Series. Of the 129 total, 70 were VE-7SF fighters; 39 were VE-7 and VE-7H trainers; 20 were VE-7G observation planes)								
VE-9	1922	6/22 est	7/23	21	Vought	VE-9, VE-9H	6/22 <i>Nevada</i> (BB 36)	10/30/30 Navy Mission Rio de Jeneiro, Brazil, VE-9	B/2. Land; -9H, Sea; WAC E-3 180 hp.

* Dates in this column through 1969 refer to squadrons. After 1969 these dates refer to the inventory.

** Estimated date.

World War I Aircraft

Designation	First Order (fiscal year)	Delivery (D) or First Flight (F)	Number Accepted	Manufacturer	Models Accepted*	Service History							Description
						Delivery				Withdrawal from Inventory			
						Continental		For Overseas Shipment		Date	Location	Model	
						Date	Destination	Date	Destination				
DH-4	1918	5/24/18 (D)	333	Dayton-Wright	DH-4, -4B	6/4/18	Miami	5/24/18		10/31/26	Dahlgren	DH-4B-2	B/2. Land; bomber & fighter; British design; USN obtained from U.S. Army; two syn. Marlin guns, 2 flex. Lewis guns; Lib., 360 hp.
F-5	1918	7/15/18 (F)	30	Canadian Aeroplanes	F-5L	10/4/18	Hampton Roads	10/12/18	Pauillac	1/31	Hampton Roads	F-5L	B/4. Boat; ASW; British F-5 adapted to American manufacture; 5 Lewis guns, 4-230# bombs; 2 Lib., 360 hp.
			60 137	Curtiss NAF	F-5L F-5L								
H-12	1917	3/17 (D)	20	Curtiss	H-12	1/17/18	Hampton Roads		United States Only	7/17/20		H-12	B/2 to 4. Boat; training or ASW; 2-160# (Mk IV) bombs, Lewis gun, radio; 2 CAM V2-3, 200 hp or 2 Lib., 300 hp.
H-16	1918	2/1/18 (D)	124	Curtiss	H-16	2/18	Hampton Roads	3/18	England	5/30	NAF	H-16	B/4. Boat; ASW; was 1st aircraft built at NAF; radio; 5 Lewis guns, 4-230# bombs; 2 Lib., 360 hp.
			150	NAF	H-16		Pensacola						
HS	1918	10/21/17 (F) (with Lib. engine).	678	Curtiss	HS-1, -2L, -3L	1/14/18	Hampton Roads	3/25/18	Pauillac	9/28	Hampton Roads	HS-2L	B/3. Boat; pusher; ASW; some aircraft delivered as HS-1, and converted to HS-2 with 25% greater wing area; Lewis gun, 2-230# (180# in HS-1) bombs; Davis gun or radio in some machines; Lib., 360 hp.
			250 80 60	LWF Standard Gallaudet 25	HS-2L HS-2L HS-2L Boeing								

World War I Aircraft—Continued

Designation	First Order (fiscal year)	Delivery (D) or First Flight (F)	Number Accepted	Manufacturer	Models Accepted*	Service History							
						Delivery				Withdrawal from Inventory			Description
						Continental		For Overseas Shipment		Date	Location	Model	
						Date	Destination	Date	Destination				
NC	1918	10/4/18 (F)	2	Loughead Curtiss	HS-2L NC-1 thru -4	5/2/19	Rockaway			5/20/24		NC-10	B/5. ASW; boat; 3 Lib., 360 or 400 hp; NC-TA (Trans-Atlantic Type) had 3 tractor and 1 pusher, Lib. 400 hp.
			4										
R	1916	11/16 est. (D)	200	Curtiss	R-3, -5, -6, -6L, -9.	6/20/17	Pensacola	1/18	Azores	9/26	Pearl Harbor	R-6L	B/2. Twin Float; Curtiss, 200 hp; trainer, but used for ASW; R-9 fitted for Lewis gun and small bombs; R-6L with Lib., 360 hp, used as torpedo plane.

* Excludes aircraft erected from spares at the Naval Aircraft Factory and various air stations, even when Bureau Numbers were assigned.