UNITED STATES MILITARY AIRCRAFT

by Jos Heyman

Undesignated Aircraft

A-Co

Last updated: 1 February 2015

Introduction

This section contains data on those aircraft of the United States' military services which
a. were procured prior to the introduction of the various designation systems; or
b. were procured without any designation during the currency of the designation systems.

In addition there have been a number of aircraft which were tested but were not procured. These include aircraft leased by some units, like the USAF Test Pilot School, vintage biplanes, World War II fighters and medium bombers, jet fighters from allies and the ex-Soviet bloc, state-of-the-art composite civilian planes - even, on occasion, a Goodyear blimp.
In principle these aircraft have only been included if they were flown with a serial although some obvious exceptions have been made. Furthermore, as such serials are often out of sequence and there is no completeness check provided by a designation, it is possible that some undesignated aircraft have not been included as they have not yet been 'discovered'.

The following groups of aircraft have not been included unless they received a serial in one of the usual serial listings.

World War I

During 1917/18 the US military forces ordered substantial numbers of aircraft from their allies in Europe. These were operated with the serials of the supplying country. Some were later transferred to the United States and were given serials.

US Army

Airco DH-9	2	Nieuport 80	147
AR 1	22	Nieuport 81	173
AR 2	120	Nieuport 83	244
Avro 504K	52	RAF BE.2e	12
Breguet 14	376	RAF SE.5a	38
Caudron G.3	192	Salmson 2	705
Caudron G.4	10	Sopwith 1	514
Caudron R.11	2	Sopwith Camel	143
Farman 40	30	Sopwith Dolphin	5
Farman 50	2	Sopwith FE.2b	30
Fiat 7B-1	19	Spad VII	189
Morane 30	51	Spad XI	35
Morane 21	138	Spad XII	1
Nieuport 17	76	Spad XIII	893
Nieuport 21	198	Spad XVI	6
Nieuport 23	50	Voisin 8	8
Nieuport 24	261	Voisin 10	2
Nieuport 27	287		
Nieuport 28	297		

Nieuport 27 in French markings but with a US Army flying school number (Source: US Army)

US Navy

Caproni Ca-44	19	RAF SE.5	?
De Hav. DH-9A	54	Sopwith Baby	?
Donnet Denhaut DD8	58	Sopwith Camel	?
FBA type H	17	Sopwith 11/2 Strutter	?
Hanriot HD-2	26	Tellier Flying Boat	34

Levy Lepen HB-2	12
Macchi M5	8
Macchi M8	8

World War II

During 1942/44 the US military services obtained a number of British aircraft as 'Reverse Lend Lease'. The aircraft retained their British serials. In addition a limited number of French aircraft were used (although these could have been captured from the Vichy French). A listing is complicated by the fact that some British aircraft operating in the North African theatre were given a US marking without serving with a US unit (eg Fairey Albacore's of the 820th Squadron Fleet Air Arm).

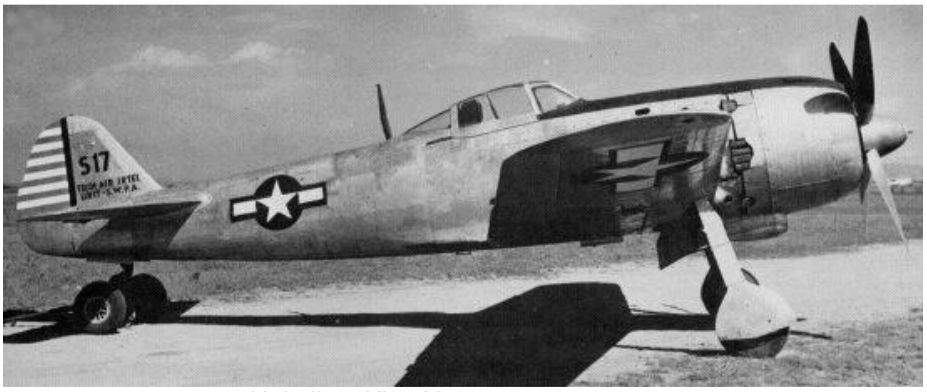
Fairey Albacore of 820th Squadron FAA (Source: Royal Navy?)

Avro Anson	5
Bristol Beaufighter	26
Boulton Paul Defiant	4
De Havilland Dominie	4
Airspeed Horsa	14 (400 in some references)
General Hotspur II	3
Hawker Hurricane	2
Westland Lysander	11
Miles Master	9
Gloster Meteor	1
De Havilland Mosquito	118 *(Refer also to R-8)*
Airspeed Oxford	17
Percival Proctor	27
De Havilland Puss Moth	1
De Havilland Queen Bee	1
De Havilland Tiger Moth	5 *(Refer also to PT-24)*
Hawker Typhoon	1
Supermarine Spitfire	600+ *(Refer also to FS)*

Airspeed Horsa (Source: USAAF?)

Captured aircraft

Captured enemy aircraft were also flown with US military markings but without a designation or (in most cases) serials. Some were flown with special serials.



Nakajima Ki84 Hayate *(Source: USAAF?)*

Mock-ups

Reference ought to be made to mock-ups of aircraft that were never built but which were depicted in military livery and with a fictitious serial, such as the Cessna 407 which was proposed in September 1959 as a six-seat liaison jet against a requirement that was met by a version of the T-39.

Cessna 407 mock-up *(Source: Cessna)*

Other

There are a number of privately owned aircraft which have a civilian registration but are also painted in US military livery. These aircraft include several Eastern European aircraft designs.

Aero L39

Aircraft Descriptions

ADC ZMC-2

Specifications:

span:	52'8", 16.05 m
length:	149'5", 45.54 m
engines:	2 Wright J5
max. speed:	62 mph, 100 km/h

(Source: US Navy?)

The model **ZMC-2** was a metal clad airship designed in 1922 built by the Aircraft Development Corp. The US Navy ordered one in 1926 with serial A-8282 and it flew for the first time on 19 August 1929 and was delivered in September 1929. The last flight was on 19 August 1939 after which it remained in use for gound tests until 1941.
The designation ZMC-2 stands for Z = lighter-than-air, MC 2 = Metal Clad, 200,000 cu ft.

Aeritalia AM-3C

Specifications:
span: 41'5", 12.62 m
length: 29'5", 8.97 m
engines: 1 Avco Lycoming GSO-480
max. speed: 161 mph, 259 km/h

(Source: USAF?)

Originally flown on 12 May 1967, an example of the **AM-3C** was tested by the USAF in 1971 as part of the Pave Coin programme.

Aero L-39C Albatross

Specifications:
span: 31'1", 9.46 m
length: 39'10", 12.13 m
engines: 1 Walter Titan
max. speed: 485 mph, 780 km/h

(Source: USAF)

In 2003 the US Air Force tested the Aero **L-39C** as a chase aircraft for use at Edwards AFB. The aircraft, which was probably not owned by the USAF, carried civilian registration N439RS as well as military serial 00-439.
There were a large number of privately owned L-39 aircraft in the United States (over 250 in 2005) of which many were painted like US military aircraft.

Aeromarine 39

Specifications:

span:	47', 14.33 m
length:	26'3", 8.00 m
engines:	1 Hall Scott A-7A
max. speed:	73 mph, 117 km/h

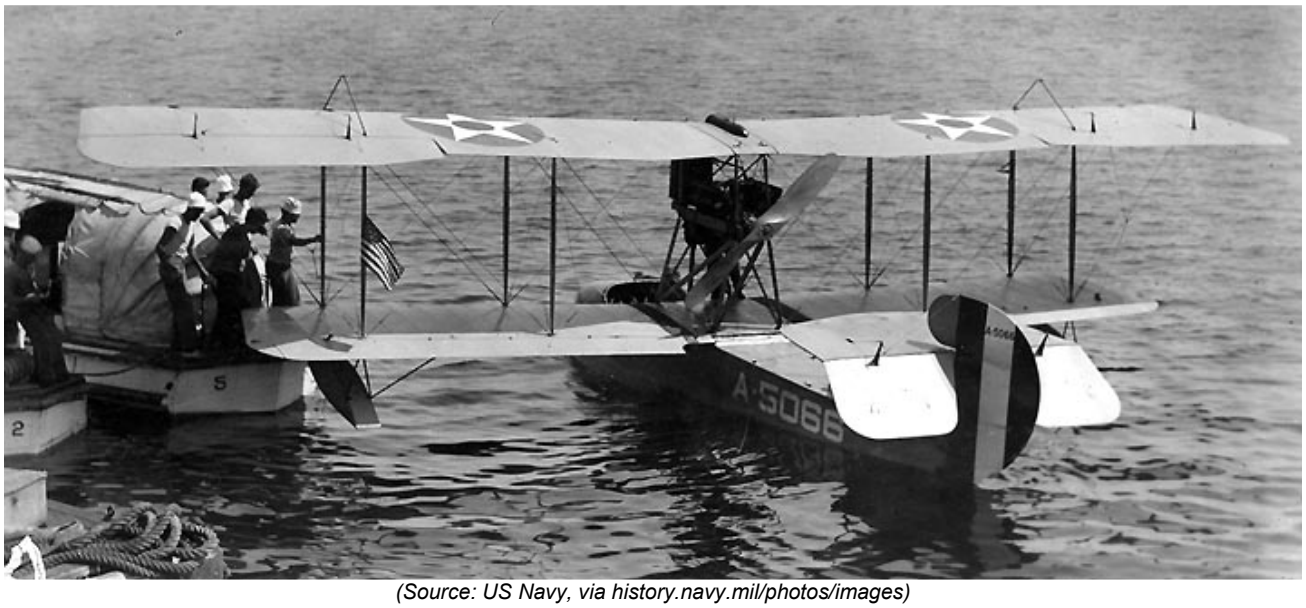
(Source: Peter Bowers via David Gauthier, via 1000aircraftphotos.com photo #8063)

A training biplane, 50 models **39A**s were ordered by the US Navy in 1917 with serials A-450/499. A further 150 of the **39B** version, which was fitted with a Curtiss OXX-6 and had a length of 30'4", 9.25 m, were ordered in 1917 with serials A-500/649.

Aeromarine 40F

Specifications:

span:	48'6", 14.78 m
length:	28'11', 8.81 m
engines:	1 Curtiss OXX-6
max. speed:	70 mph, 113 km/h

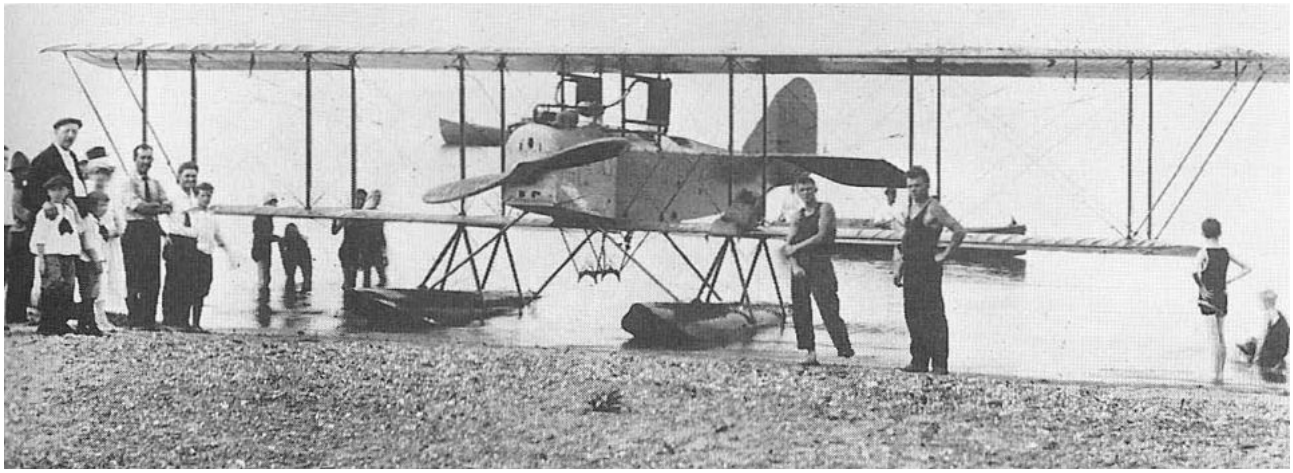


(Source: US Navy, via history.navy.mil/photos/images)

The model **40F** was a flying training boat of which the US Navy ordered 200 in 1918 with serials A-5040/5239 but of which A-5090/5239 were cancelled. The first flight was in 1919.

Aeromarine 700

Specifications:
span:
length:
engines: 1 Aeromarine
max. speed:



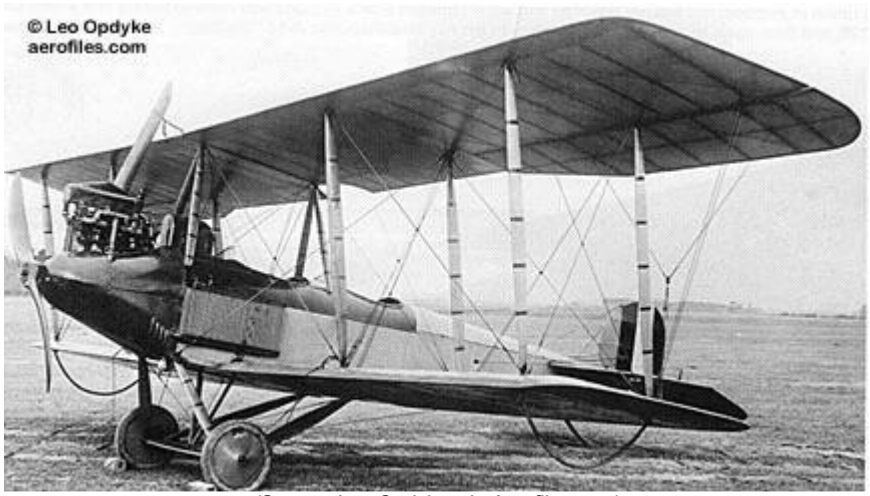
(Source: US Navy, via flyingmachines.ru)

In 1917 the US Navy ordered four examples of the model **700** seaplane but only two, with serials A-142/143 were accepted. Not accepted were an aircraft with serial A-144 whilst the serial of the fourth unaccepted aircraft is not known. At a later stage another three aircraft were built with serials A-439/441.

Aeromarine M.1

Specifications:

span:	37'3", 11.35 m
length:	25'11", 7.90 m
engines:	1 Hall Scott A-79
max. speed:	78 mph, 126 km/h



(Source: Leo Opdyke, via Aerofiles.com)

An advanced tandem seat trainer of which the US Army purchased six **M.1**s in 1916 with serials 265/270. They were ordered on 1 November 1916.

Aeromarine Twin Hydro

Specifications:
span:
length:
engines:
max. speed:

Sixteen examples of the **Twin Hydro** seaplane were ordered by the US Army with serials 412/427 on 9 December 1916 but were subsequently cancelled on 19 December 1917.

Aerospace-General Minicopter

Specifications:
rdm: 18', 5.49 m
length: 8', 2.44 m
engines: 2 Aerospace General rockets
max. speed: 140 mph, 225 km/h

(Source: Aerospace-General?)

The Minicopter was a single seat portable ultra-light helicopter which could be airdropped. The intended user was the US Marine Corps but the programme was conducted by the US Navy in the 1950s.
Designed by Gilbert W. Magill three aircraft were built under a US Naval Development Center contract, mainly to test the hydrogen peroxide fuel propulsion system. The first flight was on 31 March 1953 three different configurations were developed, including one where a 90 hp McCullogh 4318 piston engine was added behind the pilot driving a small pusher type propeller. In this form the aircraft could be flown as a gyrocopter.
The three aircraft were transferred to the US Army for evaluation in the Tactical Airborne Vehicle programme.

Air Cruiser Free Balloons

Specifications:
diameter:

Three **Free Balloons** received US Navy aircraft serials 0797/0799.

Air Cruiser Kite Balloons

Specifications:
diameter:
length:

Two **Kite Balloons** received US Navy aircraft serials 9344/9345.

Airtech CN-235

Refer CASA CN-235

Albatros D-III

Specifications:

span:	29'8", 9.04 m
length:	24'1", 7.31 m
engines:	1 Mercedes DIIIa
max. speed:	103 mph, 166 km/h

One **D-III** was tested by the US Army with serial 94014.

Albatros D-V

Specifications:

span:	29'8", 9.04 m
length:	24'1", 7.31 m
engines:	1 Mercedes DIIIa
max. speed:	103 mph, 166 km/h

Two **D-V**s were tested by the US Army with serials 94015 and 94020 whilst one **D-Va** was tested by the US Army with serial 94016.

Alexandria 10

Specifications:
span:
length:
engines:
max. speed:

The **Alexandria 10** was a flying boat of which 10 were ordered by the US Navy with serials A-5247/5256.

AMAC Pruefling

Specifications:
span: 32'8", 9.96 m
length: 17'9", 5.41 m
max. speed:

(Source: US Naval Institute, via Norton, American Mil Gliders of WWII, p.18)

A single example of the American Motorless Aviation Corp. German designed **Pruefling** glider was procured by the US Navy with serial A-8546 for experiments with launching gliders from airships to deliver a landing officer to the ground in case of an emergency landing of the airship. The first such launching took place from the USS Los Angeles on 31 January 1930.

American John

Specifications:
span:
length:
engines: 3 Liberty
max. speed:

(Source: USAAC?)

A single **John** multiplane was ordered by the US Army on 3 June 1920 with serial 64119. The aircraft had one-and-a-half biplane fuselages and wings joined in tandem, with a triplane inserted in the middle, all of this propelled by one Liberty motor in the nose and two more as inter-wing pushers. It made several hopping tests but the septi-wing aircraft barely cleared the ground on its test flight before nosing up and settling ungracefully. It was subsequently scrapped.

American 100B Pilgrim

Refer C-24

Ansaldo SVA

Specifications:

span:	29'10", 9.09 m
length:	26'7", 8.10 m
engines:	1 SPA 6A
max. speed:	143 mph, 230 km/h

(Source: USAAS?)

One model **SVA.5** was procured, possibly without a serial.
A model **SVA.10** was procured for the US Air Attache in Rome, possibly also without a serial.

Antonov An-2

Specifications:

span:	59'8", 18.18 m
length:	42'0", 12.80 m
engines:	1 Shvetsov Ash-621R
max. speed:	161 mph, 259 km/h

(Source: US Army)

The Russian **An-2** flew for the first time in 1947. The US Army acquired one example from the Polish Air Force in 1991 with serial 91-074 (sometimes shown as 90-074). It is likely this aircraft was fitted with a different engine.
Another An-2 was operated by the US Army with serial 91-6555. It was used at Nellis AFB for parachute drops. A third aircraft was believed to be in service with serial 91-22258. Serials 95-16555 and 95-22258 have also been quoted for these aircraft.

Antonov An-32

Specifications:
span: 95'10", 29.20 m
length: 78'1", 23.78 m
engines: 2 Ivchyenko AI-20D-5
max. speed: 329 mph, 530 km/h

(Source: US Navy?)

In 2008 the US Navy acquired four Antonov An-32s for operation by the Afghan army in Afghanistan. There is no known designation or serial.

Arado Ar-234

Specifications:
span: 46'4", 14.10 m
length: 41'5", 12.62 m
engines: 2 Junkers Jumo 004B
max. speed: 461 mph, 742 km/h

Two captured Arado **Ar-234**s received the serials 121445/121446.

Astra Torres AT-1

Specifications:

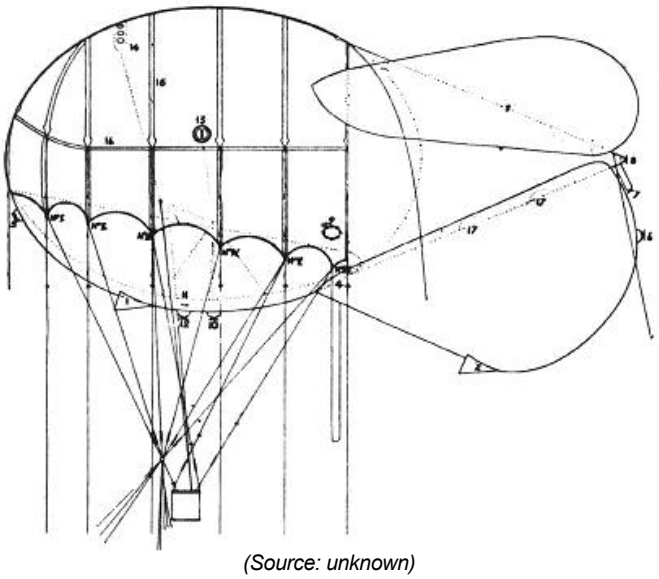
diameter:	23', 7.01 m
length:	157', 47.85 m
engines:	1 Chen Ruban
max. speed:	31 mph, 50 km/h

The Astra Torres AT-1 in French service (Source: unknown)

The **AT-1** was one of a number of Astra Torres non-rigid airship designed in France and used by the US Navy in France. Others were AT-13 and AT-17. AT-1 was acquired on by the US Navy on 3 March 1918 and eventually it was deflated and sent to the United States on 10 September 1918 where it was given serial A-5472. It is not known if it was flown again.

Avorio Prassone

Specifications:
diameter:



(Source: unknown)

The **Avorio Prassone** was an Italian kite balloon of which the US Navy procured two with serials A-5241/5242.

Avro 504

Specifications:

span:	36', 10.97 m
length:	27'9", 8.46 m
engines:	1 Le Rhone 9J
max. speed:	95 mph, 153 km/h

Of the 52 Avro **504K** aircraft acquired for the AEF from Britain, twelve received US Army serials and at least seven were shipped to the USA. The serials were 62952/62959 (which were ordered on 21 January 1919), 68558, 94022/94023 and 94062. The latter was an Avro 504J.
Several aircraft were also flown with Project serial numbers: 94022 as P-25 and P-118, 94023 as P-141, 94062 as P-142 and an unknown aircraft as P-119.

BAT FK23 Bantam

Specifications:

span:	25', 7.62 m
length:	18'5", 5.61 m
engines:	1 ABC Wasp
max. speed:	128 mph, 206 km/h

(Source: USAAC?)

Of the nine **FK23**s built, one went to the US Army with serial 94111 and was tested at McCook Field from May 1918 with Project serial P167. Tests continued until September 1922.

Bede BD5B

Specifications:

span:	14’4”, 4.37 m
length:	13’3”, 4.05 m
engines:	1 Hirth 55B
max. speed:	239 mph, 385 km/h

(Source: Mather AFB Museum?)

A BD5B with serial 07827 was displayed at the Mather AFB Museum. It was built by Bruce Benushek, an Air Force pilot. As the USAF had flown three BD-5Js at Edwards AFB in 1974 the curator at the museum gave the aircraft a USAF look. The BD5B never flew with the USAF.

Bede BD5J

Specifications:

span:	17', 5.18 m
length:	12'5", 3.78 m
engines:	1 Microturbo TRS-18
max. speed:	276 mph, 444 km/h

(Source: Bede?)

The **BD5J** was an ultralight jet of which was tested by the USAF in 1974. It had registration N153BD (c/n 5J-004). It has been suggested this aircraft had serial 74-0770 but this serial was already assigned. The aircraft became N210LL at a later date. Some references have suggested another two aircraft were also tested.

Beech 65

Refer to U-8

Bell D292

Specifications:
rdm: 42', 12.80 m
length: 40’5", 12.32 m
engines: 2 Avco Lycoming LTS101-750C
max. speed:

(Source: Bell)

Developed for the US Army in the Advanced Composite Airframe Programme (APAC) one aircraft was ordered in February 1981. It flew for the first time in August 1985.
Like the Sikorsky S75, it did not receive a designation. The serial was 85-24371.

Bell HV-911 Eagle Eye

Specifications:

span:	23'6", 7.16 m
length:	17'3", 5.25 m
engines:	1 Allison 250-C20
max. speed:	230 mph, 370 km/h

(Source: USCG)

The **HV-911** Eagle Eye Unmanned Aerial vehicle was selected by the USCG to fulfill its Deepwater program requirements for tactical wide area surveillance. 69 were ordered.
The designation HV-911 was selected to reflect the 11 September 2001 terrorist attack on the United States.
Further development was suspended in 2008.

Bell P400

Refer to F-39

Bell SK-5

Specifications:

width:	23', 7.00 m
length:	39'9", 12.12 m
engines:	1 General Electric 7LM100 PD1001
max. speed:	110 mph, 176 km/h

(Source: US Army)

The **SK-5** was a licence version of the British Hovercraft SRN-5. The US Army acquired three models 7255 for use in Vietnam in 1968/69. They were serialled as aircraft as 68-15902/15904.
The US Navy used three models 7232 but these were designated as ships.

Bellanca CH400

Refer to RE

Bellanca BL-28 Scout

Specifications:

span:	36'3", 11.05 m
length:	22'9", 6.93 m
engines:	1 Lycoming O-360
max. speed:	135 mph, 217 km/h

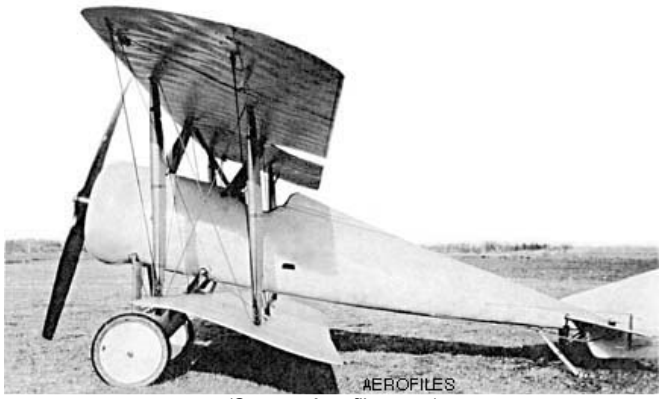
(Source: USAF Academy?)

Five **Scout** aircraft were used as glider towing aircraft at the US Air Force Academy.
It is possible that these included Bellanca 8GCBC c/n 302-79 which was, at one time, owned by the USAF Academy and carried civilian registration N5043N.
Other possible registrations include N4042A and similar registrations.

Berckman Speed Scout

Specifications:

span:	26’0, 7.92 m
length:	18’8”, 5.69 m
engines:	1 Gnome rotary
max. speed:	115 mph, 194 km/h



(Source: Aerofiles.com)

Development of the **B2** design for the US Army, with serials 40054/40056, was cancelled. Serial 40054 was reused for a Curtiss 18T.
Four examples of the **B3**, an improved version with a Liberty 12 engine, were ordered by the US Army on 21 October 1918 with serials 40111/40114 but were cancelled on 11 November 1918.

Blackburn Swift F

Specifications:

span:	46', 14.02 m
length:	35'6", 10.82 m
engines:	1 Napier Lion
max. speed:	115 mph, 185 km/h

(Source: US Navy?)

Two examples of the British designed **Swift F** torpedo aircraft were procured by the US Navy in 1921 with serials A-6056/6057. Following competitive trials the US Navy decided not to proceed with an order and purchased the Douglas DT-2 instead.

Boeing Bird of Prey

Specifications:

span:	22’8”, 6.91 m
length:	46’8”, 14.22 m
engines:	1 Pratt & Whitney JT15D-5C
max. speed:	300 mph, 480 km/h

(Source: Boeing)

The company funded Boeing **Bird of Prey** explored stealth technology. Overseen by the USAF, the first flight took place in 1996 and 38 flights were conducted from Groom Lake until 1999. The aircraft was not revealed until October 2002.
The designation YF-118G may be unofficial.

Boeing C

Specifications:

span:	43'10", 13.36 m
length:	27', 8.23 m
engines:	1 Hall Scott A-7A
max. speed:	73 mph, 117 km/h

(Source: David Gauthier, via 1000aircraftphotos.com photo #8482)

Also known as model 5, Boeing built 50 model **C** primary trainers for the US Navy with serials A-650/699. In addition one model **C.1F**, fitted with floats, was built with serial A-4347. This aircraft had a Curtiss OXX-6 engine.
The **C.5** model was also known as model 3 and the US Navy procured one with serial A-147 for evaluation. In addition a single **C.6** was procured with serial A-148.

Boeing EA

Specifications:

span:	48'10", 14.88 m
length:	24'10", 7.57 m
engines:	1 Curtiss OX-5
max. speed:	67 mph, 108 km/h

(Source: David Gauthier, via 1000aircraftphotos.com photo #8000)

The model **EA** was a side by side trainer, also referred to as model 4, of which two were delivered to the US Army in January 1917. They were not formally procured until 10 April 1917 when they received serials 536/537.

Boeing FTM-400

Specifications:
span:
length:
engines:
max. speed:

USAF serials 65-10627/10639 refer to an **FTM-400** ‘booster launcher’.

Boeing Tractor

Specifications:
span:
length:
engines:
max. speed:

US Navy serials A-294/295 were assigned to a cancelled Boeing design identified as **Tractor**.

Boeing 218

Refer to F-12

Boeing 314

Refer to C-98

Breese Penguin

Specifications:
span: 14', 4.27 m
length:
engines: 1 Lawrence A-3
max. speed: ---

(Source: Aerofiles.com)

The Breese **Penguin** was a ground trainer for the US Army on which trainees could become familiar with the controls. The trainers were not capable of flight. One prototype with serial 34230 was ordered on 15 December 1917. Earlier, on 12 December 1917, 300 production examples were ordered with serials 33462/33761. Of these five were actually used whilst the remainder was stored.

Breguet 14B2

Specifications:

span:	47'4", 14.43 m
length:	29'6", 8.99 m
engines:	1 Renault 12-Fcx
max. speed:	106 mph, 171 km/h

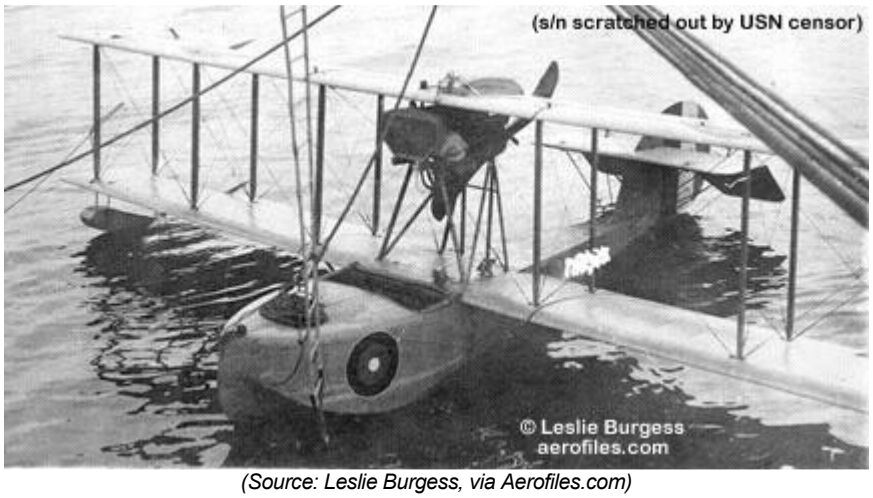
The model **14B2** was a French designed biplane of which the AEF obtained 47. At least one went to the US Army's McCook field for tests with serial 94097 and Project serial P-148.

Brewster B.439D Buffalo

Refer to F2A.

Briggs F19 Flying Boat

Specifications:
span:
length:
engines: 1
max. speed:



(Source: Leslie Burgess, via Aerofiles.com)

Four were built by Alexandria as model **F19**, for the US Navy. They had serials A-2651/2652, A-3327 and A-5024.

Bristol Bulldog

Specifications:

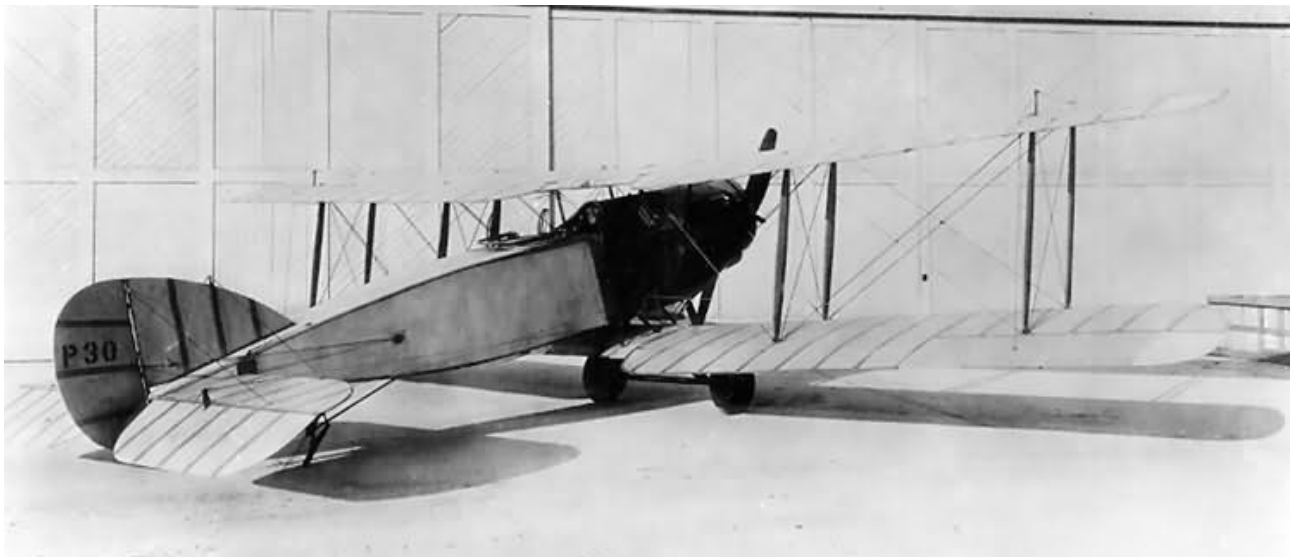
span:	33'10", 10.31 m
length:	24'10", 7.57 m
engines:	1 Bristol Jupiter VIIF
max. speed:	140 mph, 225 km/h

(Source: US Navy?)

The **Bulldog** was a British day/night fighter which first flew on 17 May 1927. The US Navy procured two for evaluation in November 1929 and April 1930. The serials were A-8485 and A-8607.

Bristol F.2B

Specifications:
span: 39’3”, 11.96 m
length: 25’10”, 7.87 m
engines: 1 Liberty 12
max. speed: 100 mph, 161 km/h



(Source: Clement c Farnik, via 1000aircraftphotos.com photo #9719)

The **Scout** was a single seat fighter introduced in Britain in 1917. Two British aircraft were obtained and tested at McCook Field with serials P30 and P37. Their former British serials were C949 and C4729.
Plans were made to build as Curtiss USO-1.
The Engineering Division of the US Army reserved the designations B-1 to B-4 and O-1 for US-specification versions of the Bristol F.2B. These should not be confused with the designations allocated in 1924.

Refer also to Curtiss USO-1

Bristol Scout D

Specifications:

span:	27'4", 8.33 m
length:	19'9", 6.02 m
engines:	1 Le Rhone 80 hp
max. speed:	100 mph, 161 km/h

The **Scout** was a single seat scout aircraft introduced in Britain in November 1915. One was procured by the US Army with serial 94025 and was tested at McCook Field with serial P32.

Britten Norman BN2B Islander

Specifications:

span:	49'0", 14.94 m
length:	35'8", 10.87 m
engines:	2 Avco Lycoming O-540-E4C5
max. speed:	160 mph, 257 km/h

The **Islander** was a British light transport which flew for the first time on 13 June 1965. The US Army used a confiscated aircraft with serial 88-196.

Brock XKB-2
Specifications:

rdm:	22', 6.71 m
length:	11'3", 3.43 m
engines:	1 McCullouch 72 hp
max. speed:	95 mph, 153 km/h

The KB-2 autogyro was first introduced in 1957 and was based on a Benson design. One prototype was built which was registered as N2303 with manufacture of kits for home-builders beginning in 1979.
Two were used by the US Navy as **XKB-2** and they had serials 163090 and 163091. In some reference sources they are referred to as Benson HKB-2.

Burgess BP

Specifications:

span:	46'9", 14.25 m
length:	30'5", 9.27 m
engines:	1 Curtiss OX2
max. speed:	68 mph, 109 km/h

The **BP** was a side-by-side Primary Trainer of which six were ordered by the US Army on 1 November 1916 with serials 271/276. The aircraft did not pass the acceptance testing and were instead used to train mechanics.

Burgess F

Specifications:

span:	39'2", 11.94 m
length:	29'6", 8.99 m
engines:	1 Sturtevant D4
max. speed:	43 mph, 69 km/h

Based on the Wright B4, the US Army procured one model **F** aircraft with serial 5. Some reference sources make mention of an additional aircraft with serial 11 but this appears to be a Wright C. The first aircraft was ordered on 26 June 1911.
Burgess also intended to build the Curtiss F in licence.

Burgess H

Specifications:

span:	34'6", 10.52 m
length:	27'9", 8.46 m
engines:	1 Renault V8
max. speed:	57 mph, 92 km/h

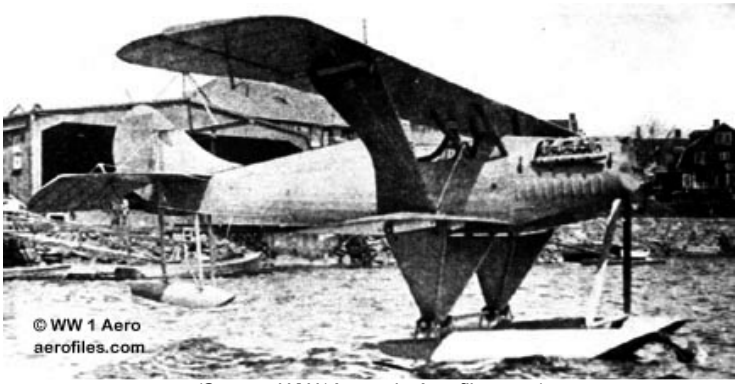
(Source: USAAS?)

Six model **H** aircraft were supplied to the US Army with serials 9 and 24/28 with the first ordered on 10 February 1912. Of these three were later converted (probably by Loening) as seaplanes. One aircraft was later transferred to the US Navy as D-2 and later AB-7.

Burgess HT Speed Scout

Specifications:

span:	34’4”, 10.46 m
length:	22’3”, 6.78 m
engines:	1 Curtiss OXX-2
max. speed:	90 mph, 145 km/h



(Source: WW1Aero, via Aerofiles.com)

The US Navy procured two models **HT.B** with serials A-155/156 and six models **HT.2** with serials A-374/379. Two aircraft were ordered by the US Navy as **Speed Scout** with serials A-199/200 but were subsequently cancelled.

Burgess I

Specifications:

span:	39'10", 12.14 m
length:	31'4", 9.55 m
engines:	1 Sturtevant D6
max. speed:	59 mph, 95 km/h

(Source: Roy Nagl, via Aerofiles.com)

The model **I** was a twin float aircraft of which one was ordered by the US Army on 19 June 1912 with serial 17.

Burgess J

Specifications:

span:	39'8", 12.09 m
length:	24', 7.32 m
engines:	1 Sturtevant D4
max. speed:	45 mph, 72 km/h

Based on the Wright C, one model **J** was ordered by the US Army on 29 October 1912 with serial 18.

Burgess K

Specifications:

span:	46’9”, 14.25 m
length:	30’9”, 9.37 m
engines:	1 Renault 70 hp
max. speed:	66 mph, 106 km/h

(Source: Roy Nagle, via Aerofiles.com)

One model **K** was procured by the US Navy in 1913 with serial D1, later AB-6. It crashed in early 1914.

Burgess S

Specifications:

span:	46'6", 14.17 m
length:	30'6", 9.30 m
engines:	1 Curtiss OXX2
max. speed:	73 mph, 117 km/h

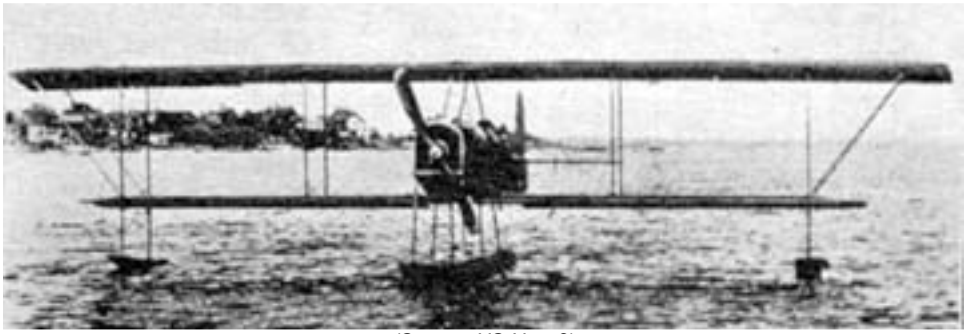
(Source: Aerofiles.com)

Seven models **S** were procured by the US Navy with serials AH-25/31, of which six were later reserialled as A-70/75.

Burgess U2

Specifications:

span:	46’9”, 14.25 m
length:	30’6”, 9.30 m
engines:	1 Hall Scott
max. speed:	70 mph, 113 km/h



(Source: US Navy?)

Six models **U2** were procured by the US Navy with serials A-380/385. One was also built with serial A-2284.

Burgess Trainer

Specifications:
span:
length:
engines: 1 Curtiss S
max. speed:

One **Trainer** was ordered by the US Army on 9 January 1915 with serial 40.

Burgess Twin Hydro

Specifications:

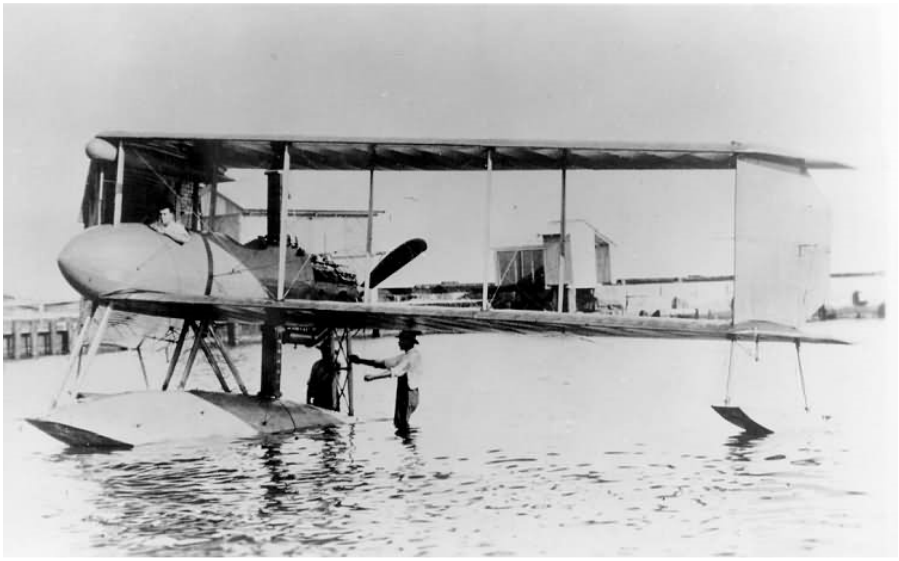
span:	72', 21.95 m
length:	32'5", 9.88 m
engines:	2 Sturtevant 5A
max. speed:	78 mph, 126 km/h

The **Twin Hydro** was a reconnaissance seaplane of which 32 were ordered by the US Army on 4 December 1916 with serials 332/363 but of which only the first aircraft, 332, was delivered after the first flight on 1 August 1917. The remainder being cancelled on 21 August 1917. Aircraft 332 was transferred to the US Navy for use in anti-submarine warfare tests.

Burgess Dunne Tailless

Specifications:

span:	47', 14.33 m
length:	24'8", 7.52 m
engines:	1 Salmson B
max. speed:	75 mph, 121 km/h

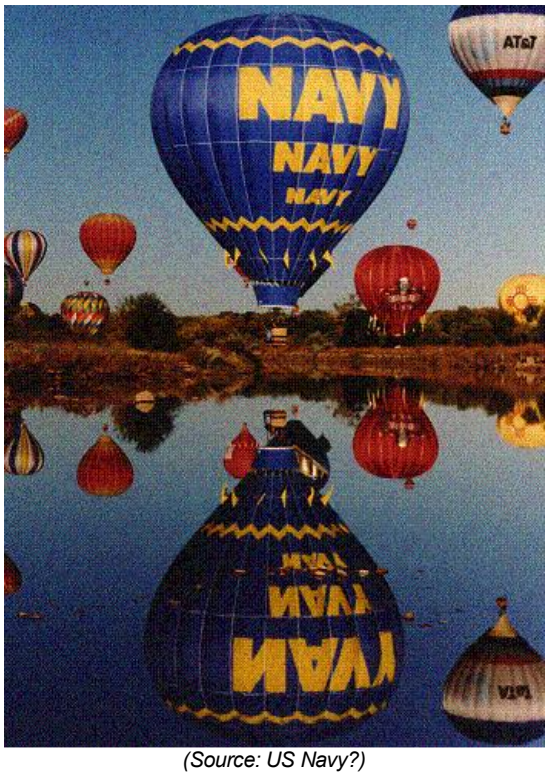


(Source: David Gauthier, via 1000aircraftphotos.com photo #8079)

A British designed pusher plane with sweptback wings. The US Army ordered one model **H** on 13 March 1913 with serial 36, which was fitted with a Canton-Unne engine. A seaplane version with serial 136 was ordered on 27 September 1916 but was cancelled on 18 June 1917. References state that the US Navy ordered five of which those with serial AH-7, AH-10 and A-54 were delivered whilst A-55/56 were cancelled. However, the US Navy Aircraft Record for A-54, A-55 and A-56 indicates that A-54 was cancelled and that A-55 and A-56 were received but were never used.

Cameron N-90

Specifications:
diameter: 58', 17.86 m



(Source: US Navy?)

The US Navy Hot Air Balloon team operated a balloon without a designation or serial and with registration N7524N.

Caproni Ca-4

Specifications:

span:	98’1”, 29.90 m
length:	42’11”, 13.10 m
engines:	3 Packard Liberty 12V
max. speed:	87 mph, 140 km/h

On 8 October 1917 the US Army ordered 500 **Ca-4**s to be constructed by Curtiss with serials 8376/8875. The order was cancelled on 28 January 1918.

Caproni Ca-5

Specifications:
span: 76'10", 23.42 m
length: 41'2", 12.55 m
engines: 3 Liberty
max. speed: 103 mph, 166 km/h

(Source: Wiggins Fitz, via 1000aircraftphotos.com photo #3997)

On 25 November 1917 the US Army ordered 50 **Ca-5**s to be constructed by Curtiss in serial block 25809/29058. The order was subsequently cancelled.
Further Ca-5s were ordered from Standard, Curtiss and Fisher Body from 19 August 1918 with serials 40069/40071, 41409, 42117/42121 and 42153/43152 but only four 40069/40071 and 42119 were completed. Of these 40070, 40071 and 42119 were also flown with Project serials P-62, P-84 and P-96 respectively. In addition one was donated by Italy but did not carry a serial.
The Ca-5 designation was a Italian military designation and covered the company designations **Ca-44** (which may have included serials 40070/40071) and **Ca-46** (with serial 42199).
Fifteen Ca-46 aircraft ordered by the US Navy with serials A5815/5829 and which were to be delivered to the US Post Office, were also cancelled.

Caproni Ca-30

Specifications:

span:	72’10”, 22.20 m
length:	35’9”, 10.90 m
engines:	3 Gnome
max. speed:	85 mph, 136 km/h

One **Ca-30** was obtained by the US Navy from the Italian Air Force. The serial was A-5654.

Caproni Ca-44

Refer to Caproni Ca-5.

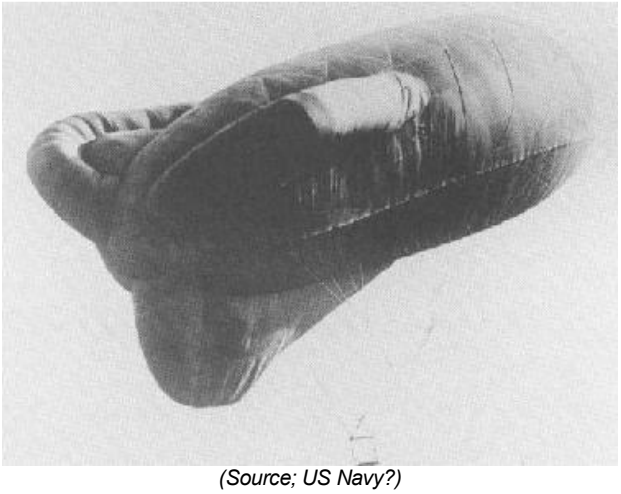
Caproni Ca-46

(Source: USAAS?)

Refer to Caproni Ca-5.

Caquot M

Specifications:
diameter: 26'8", 8.13 m
length: 82', 24.99 m



(Source; US Navy?)

The model **M** was a kite balloon of which three were procured by the US Navy from the RNAS with serials A-763/764 and A-5240.
Model M kite balloons were also built by Goodrich and Goodyear (*refer Goodyear Kite Balloons*).

Caquot P

Specifications:
diameter:
length:

The model **P** was a kite balloon of which the US Navy procured two from the French Navy with serials A-816/817 whilst a further four with serials A-5025/5028 were built by Goodyear (*refer Goodyear Kite Balloons*).

Carolina F

Specifications:
span:
length:
engines: 1 Curtiss OXX-6
max. speed:

Based on the Curtiss F but built from wood-veneer, the model **F** was a flying boat of which four were ordered by the US Navy with serials A-4343/4346. A-4343 flew for 8 m but was too heavy and the remaining aircraft were subsequently cancelled.

CASA C-212

Refer to C-41

CASA CN-235-300M

Refer to HC-235

Caspar U-1

Specifications:

span:	23'9", 7.24 m
length:	20'10", 6.35 m
engines:	1 Siemens-Halske Sh4
max. speed:	90 mph, 145 km/h

(Source: US Navy)

German built **U-1** was a scout plane for operation with submarines and destroyers. In 1922 the US Navy procured two with serials A-6434/6435 for evaluation. A-6434 was to be shown in a parade in July 1923. Mounted on a truck it struck low-hanging trees and was damaged beyond repair. The second aircraft completed the tests late 1923.
The Caspar Werke AG was formed by Carl Caspar in the former Fokker factory at Travemünde in 1921 and the U-1 was designed by Ernst Heinkel.

Caudron 635 Simoun

Specifications:

span:	34'2", 10.41 m
length:	29'10", 9.09 m
engines:	1 Renault 6Q-09
max. speed:	186 mph, 299 km/h

(Source: LIFE)

A **Simoun** aircraft was used by the French embassy in Washington was impressed by the US Navy in 1941 with serial 0725. Other sources suggest this aircraft was used by the US Naval attache in Paris and was subsequently impressed.

As the suggested impressment date of 1941 clashes with the serial number, which must have been issued in the late 1930s, and based on a 2008 released LIFE photo, it is more likely that this was simply the aircraft used by the US Naval Attache in Paris and was never 'impressed'.

Century Jetstream

Refer also C-10

Cessna 152

Specifications:
span: 33’4”, 10.16 m
length: 24’1”, 7.34 m
engines: 1 Lycoming O-235
max. speed: 126 mph, 204 km/h

(Source: Naval Postgraduate School)

Both the US Navy and USAF used a number of **Cessna 152**s for their flying clubs. These aircraft, which included N46076, N46758, N47346, N48875, N6348M, N68282, N93802 and N95943, did not carry a designation or a serial.

Cessna 172

Refer also to T-41

Cessna 182

Specifications:

span:	36'2", 10.97 m
length:	27'3", 8.31 m
engines:	1 Continental O-407-R
max. speed:	167 mph, 268 km/h

Two confiscated models **182** were used by the US Army with serials 89-264/265.

Cessna 185

Refer to U-17

Cessna 206

Refer to U-26

Cessna 310L

Refer to U-3

Cessna 402B

Specifications:

span:	44'1", 13.45 m
length:	36'5", 11.09 m
engines:	2 Continental TSIO-520-VB
max. speed:	266 mph, 428 km/h

A Cessna **402B** was confiscated with serial 82-24101.

Christofferson

Specifications:
span:
length:
engines:
max. speed:

A **reconnaissance** aircraft of which the US Army ordered two on 30 August 1916 with serials 118/119. The aircraft were cancelled on 14 April 1917.

Clark

Specifications:
span:
length:
engines: 1 ABC 320
max. speed:

Development of the **Clark** pursuit aircraft for the US Army was cancelled after World War I.

Command Aire XP-923 pursuit

Specifications:
span:
length:
engines:
max. speed:

Command Aire was based in Little Rock, AR and built Heinkel designs under licence. The company operated from 1928 to 1931.
Apart from the MR-1 Little Rocket, a monoplane, the company produced only biplanes of an older design. Any these aircraft may have been used for the XP-923 tests.

Connecticut AP

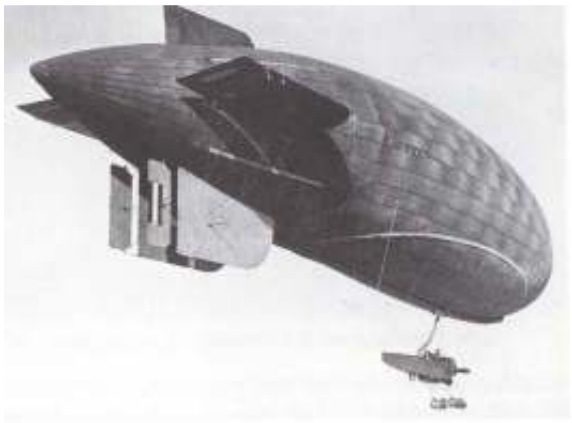
Specifications:
diameter:
length:

Three **AP** kite balloons were procured by the US Navy with serials A-5753/5755.

Connecticut B

Specifications:

diameter:	35', 10.67 m
length:	156', 47.55 m
engines:	1 Hall Scott A-79
max. speed:	47 mph, 76 km/h



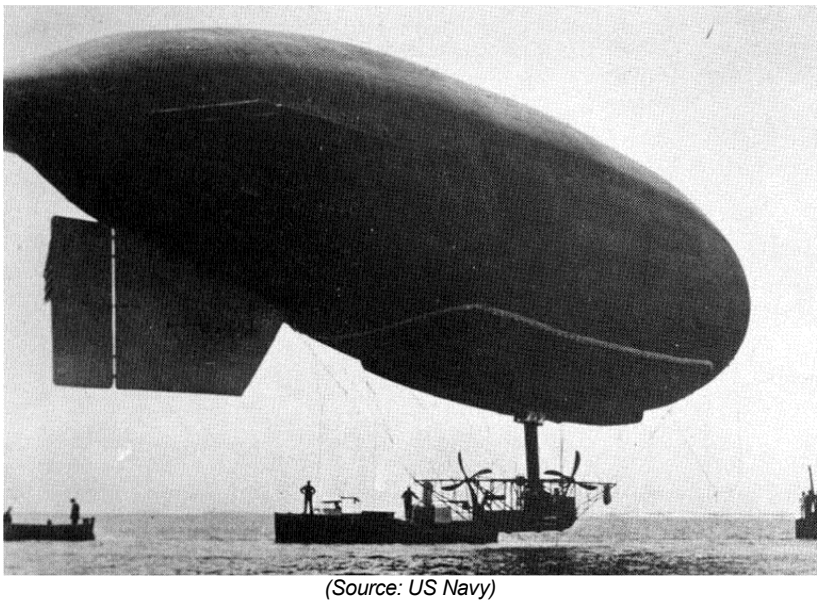
(Source: US Navy?)

B Class airship of which B15 and B16 were delivered to the US Navy with serials A-249/250.

Refer also to Goodrich B and Goodyear B

Connecticut DN-1

Specifications:
diameter:
length: 175', 53.59 m
engines: 2 Sturtevant engines
max. speed:



(Source: US Navy)

The Connecticut **DN-1** (for Dirigible-Non-rigid) was delivered in December 1916 with serial A-127. The first of three flights was made on 20 April 1917 and the third on 29 April 1917 after which it was scrapped. The DN-1 was retrospectively considered as the type A airship although it was never designated as such.

Connecticut Free Balloon

Specifications:
diameter:

Eighteen **Free Balloons** were supplied to the US Navy with serials A-251, A-2215/2216, A-5594/5605 and A-6074/6076. Balloons with serials A-252/275 and A-6077/6079 were cancelled.

Consolidated 11 Guardian

Refer to Sikorsky S-37-2

Convair UC-880

Specifications:

span:	120', 36.58 m
length:	129'4", 39.42 m
engines:	4 General Electric CJ-805
max. speed:	615 mph, 990 km/h

(Source: US Navy)

The Convair 880 passenger aircraft had first flown on 27 January 1959 and 65 were built. The aircraft with c/n 55, previously N112 and N42, was purchased by the US Navy in 1980 with serial 161572 and was fitted with a KA-3 tanker system and used in the F-18 development programme. The aircraft carried the non-standard designation **UC-880** and remained in use until September 1993 when it was destroyed in tests.
The US Navy also acquired a second aircraft with c/n 56, previously N8488H, YV-C-VIB, VR-HGC and N48063 but this aircraft did not receive a serial and was used solely as a source of spares.

Cox Klemin CO

Specifications:

span:	42'4", 12.90 m
length:	30'6", 9.30 m
engines:	1 Napier Lion
max. speed:	144 mph, 232 km/h

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

A single **CO-1** was tested at US Army's McCook Field with serial P-377, whilst a **CO-2**, fitted with a Liberty 400 engine, was tested with serial P-379.
Based on the German Heinkel HD17, the aircraft, which have also been referred to as the Cox Heinkel, must not be confused with the Engineering Division's CO-1 and CO-2 design.