

BG

An attack biplane capable of delivering a 1,000 pound bomb, the BG was the only aircraft that the Great Lakes Corporation designed and produced for the U.S. Navy. Other Great Lakes aircraft which the Navy used include the TG-1 and TG-2, both of which were variations of Martin's T4M. Great Lakes won the contract for the BG on 13 June 1932. The aircraft made its first flight the following summer. Eventually, the Navy accepted 61 of these planes. They remained in squadron use until June 1941.



An XBG-1, June 1933.

Models Accepted

XBG-1:

Experimental version of the BG-1.

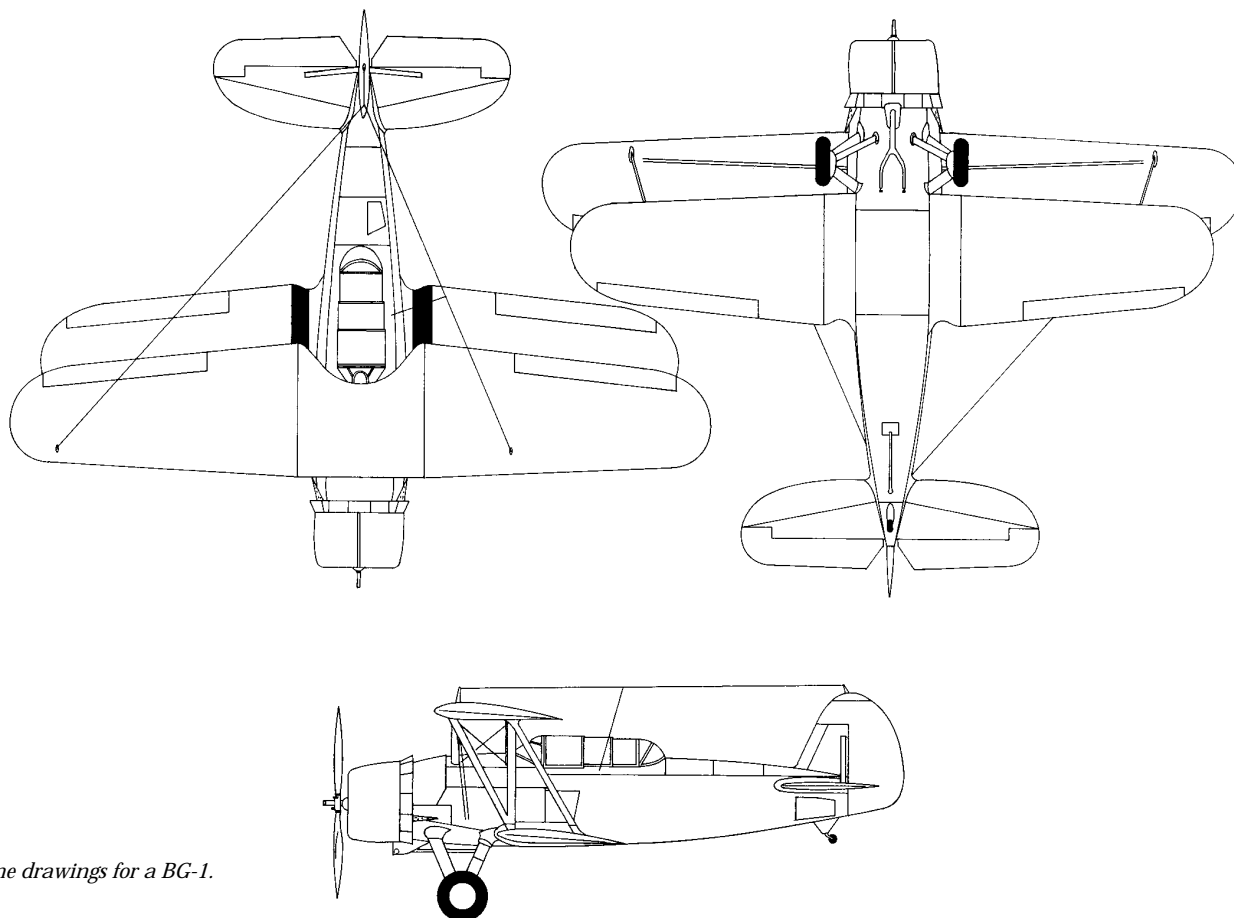
BG-1:

Crew	two
Length	28 ft 9 in
Height	11 ft
Span:	
upper	36 ft
lower	33 ft 8 in
Wing area	383.8 sq ft
Weights:	
gross	6,349 lbs

Range	550 statute miles
Engine	one Pratt & Whitney 750 hp R-1535-82
Ordnance:	
bomb	up to 1,000 lbs
guns	one .30 fixed forward firing one .30 flexible in rear cockpit

Bureau Numbers

XBG-1	9220
XBG-1	9494-9520
BG-1	9534-9550
BG-1	9840-9855



Line drawings for a BG-1.

BM

On 13 June 1928 the Navy awarded the Martin Company a contract to build a biplane dive bomber that could handle a torpedo as well as a thousand pound bomb. It would be the first Navy dive bomber that could carry a payload this large. Martin built the prototype to Bureau of Aeronautics Design 77 under the designation XT5M-1. To provide costing data the Naval Aircraft Factory also built a prototype and designated it the XT2N-1. Martin's XT5M-1 first flew in the spring of 1929. The production version was designated BM-1 and was first accepted by a squadron (VT-1S) in October 1932. Besides the XT5M-1, the Navy accepted 33 BMs from Martin and the XT2N-1 from the Naval Aircraft Factory.

Models Accepted from the Manufacturer (New Builds)

XT5M-1:

Prototype of the BM-1.

XBM-1:

Built by Martin for use by the National Advisory Committee for Aeronautics (NACA). This aircraft was not an experimental version of the BM in the usual sense; its X indicated that it would be used experimentally by NACA.

BM-1:

Crew	Two
Length	28 ft 4 in
Height	12 ft 3 in
Span:	
upper	41 ft
lower	40 ft
Wing area	435.8 sq. ft
Weights:	
gross	6,183 lbs
useful	2,559 lbs



A BM-1.

Range	415 nautical miles
Engine	One 600 hp Pratt & Whitney R-1690-44
Ordnance:	
bomb	one 1,000 pounder
guns	one .30 fixed synchronized mounted within the fuselage to the right of the centerline. one .30 flexible gun in rear cockpit.

BM-2:

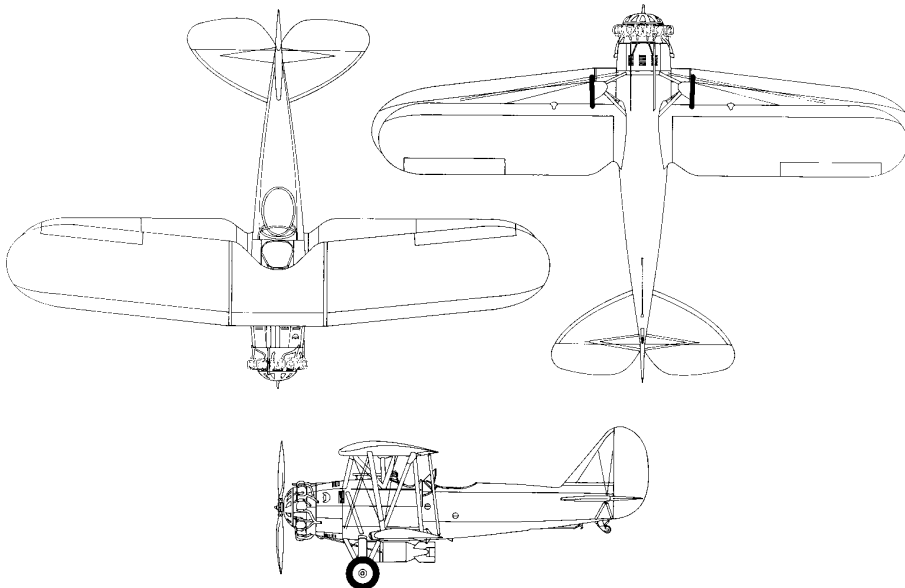
Modified version of BM-1. Very small differences.

XT2N-1:

Prototype manufactured by the Naval Aircraft Factory.

Bureau Numbers

XT2N-1	A8052
XT5M-1	A8051
XBM-1	9212
BM-1	A8879-A8890
BM-1	9214-9217
BM-2	A9170-A9185



Line drawings for a BM.

BT

Designed by John Northrop, this aircraft conformed to his practice of using all-metal structures with progressive aerodynamic features. The Navy awarded Northrop a contract to produce this attack plane in November 1934 and designated it BT, the T being Northrop's manufacturer's letter. After his company became a division of the Douglas Corporation in 1937, Douglas used the XBT-2 as a prototype for the aircraft that became the SBD Dauntless.



An XBT-1 coming in for a landing, circa mid-1930s.

Models Accepted from the Manufacturer (New Builds)

XBT-1:

Experimental version of the BT-1.

BT-1:

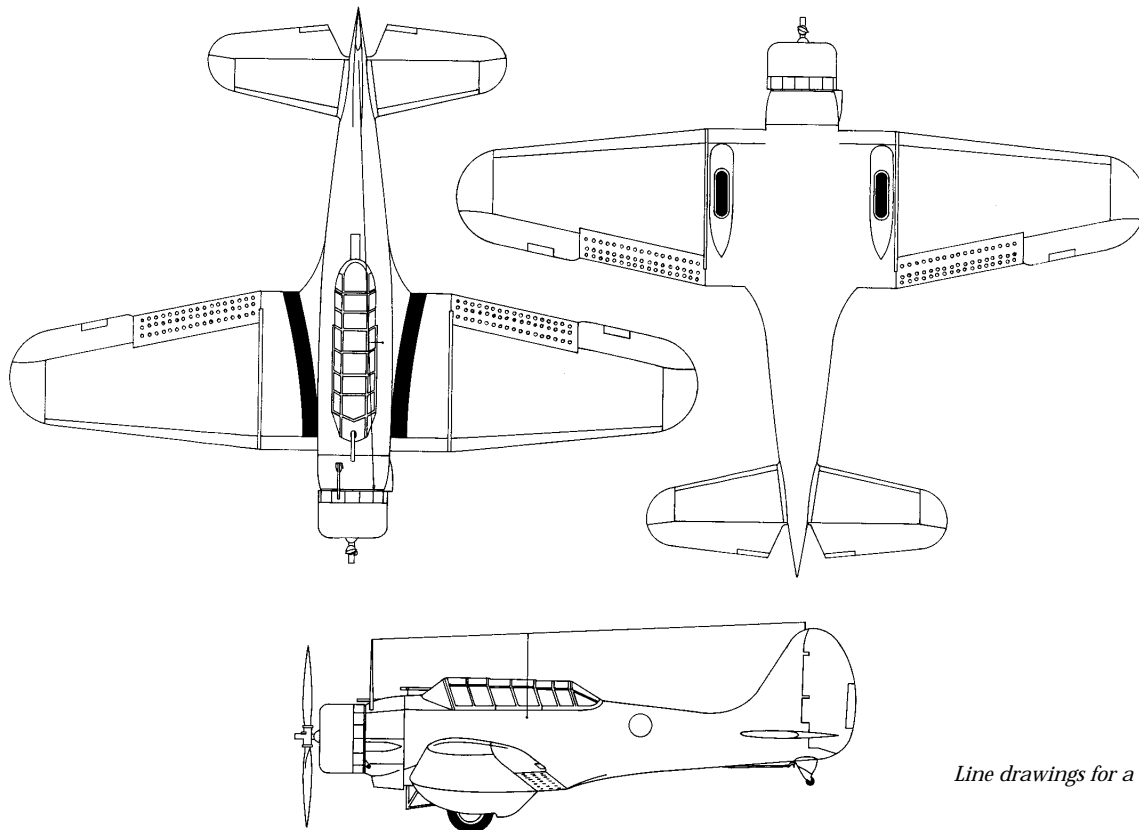
Crew	two
Length	31 ft 8 in
Height	13 ft
Span	41 ft 6 in
Wing area	315 sq ft
Weights:	
gross	6,978 lbs
useful	2,511 lbs
Range	546 statute miles
Engine	one 825 hp Pratt & Whitney R-1535-94
Ordnance:	
bomb	one 1,000 pound
guns	one .50 fixed, forward firing one .30 flexible, dorsal

XBT-2:

Slightly modified version of the BT-1. The XBT-2 served as a prototype for the SBD Dauntless.

Bureau Numbers

XBT-1	9745
BT-1	0590-0626
BT-1	0628-0643
XBT-2	0627



Line drawings for a BT.

CS and SC

In one of those unusual developments that stands out in the history of military procurement this aircraft has a story to tell. The Curtiss Company designed and built the CS torpedo bomber as a large biplane that could be equipped with floats or landing gear and powered by an in-line engine. The Navy gave Curtiss the development contract for this aircraft in June 1922; Curtiss delivered the first articles in early 1924. In the subsequent competition for the production contract, Martin underbid Curtiss and produced the aircraft as the SC.

Curtiss built a total of 6 CS-1 and 2 CS-2 aircraft. The CS-2 had provision for a third float and was powered by a Wright T-3 engine where the CS-1 was powered by a Wright T-2. The CS-2 has some success in setting distance, duration, and speed records.

Martin built 35 SC-1s and 40 SC-2s. The SC was first reported in squadron in January 1924. It was last reported by VT-2 on 19 December 1927. The specifications of the SC are as follows:

Span	56 ft (SC-2 had folding wings that folded along the fuselage)
Length	34 ft
Wing Area	852 sq ft
Gross Weight	9,100 lbs for the SC-1 9,433 lbs for the SC-2

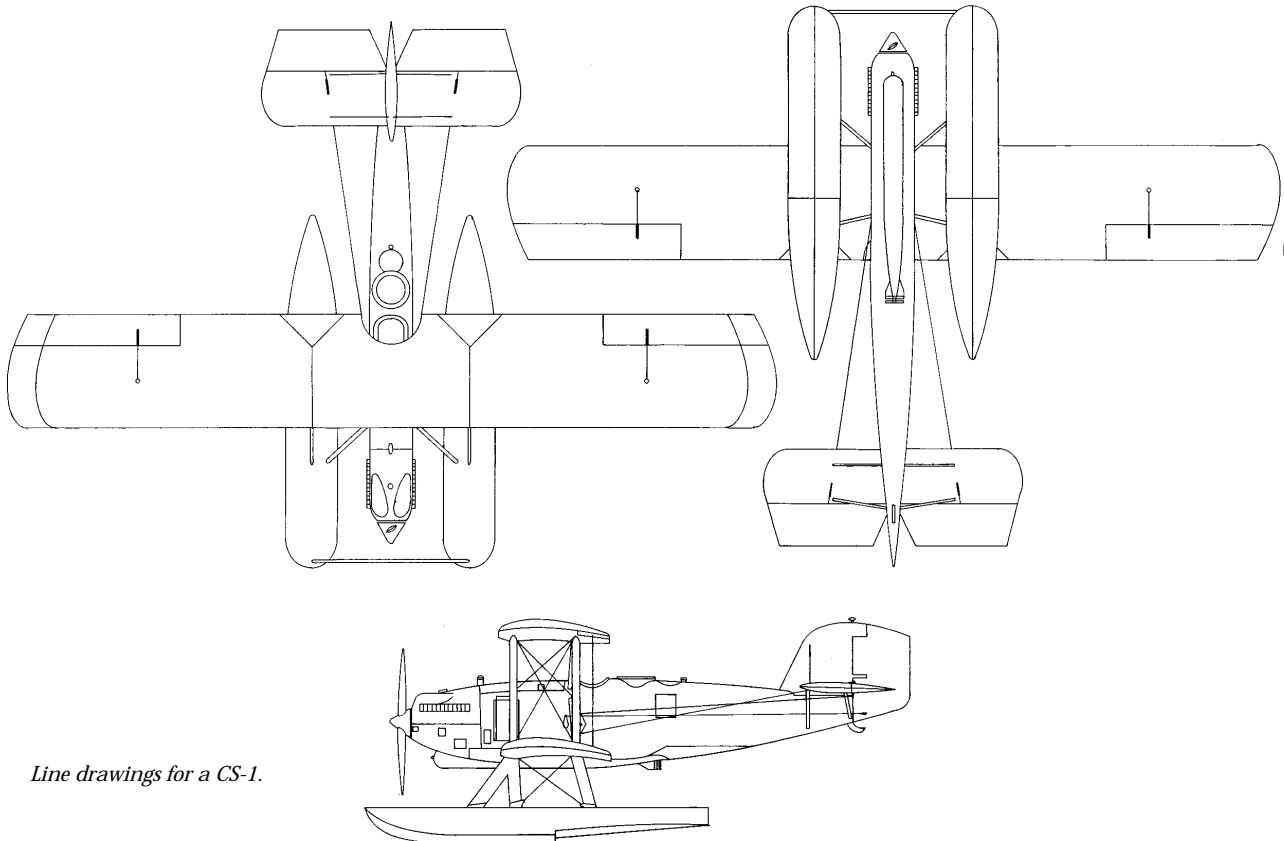


A CS-2, circa mid-1920s.

Empty Weight	5,685 lbs for the SC-1 6,019 lbs for the SC-2
Engine	Wright T-3 engine
Maximum bomb load	1,600 lbs

Bureau Numbers

CS-1	A6500-A6505
CS-2	A6731-A6732
SC-1	A6801-A6835
SC-2	A6928-A6967



Line drawings for a CS-1.

DT-2

In 1921 the Navy Department ordered a torpedo bomber from the Douglas Aircraft Company. Douglas was a new company at the time and had yet to produce an aircraft for either the Navy or the Army. The company's owner, Donald W. Douglas, Sr., personally designed the aircraft that would fill the Navy's order. Powered by a 400 horsepower Liberty, the DT-1 had folding wings. It made its first flight in November 1921. Although there were three aircraft on the Navy's original order only one was accepted with the designation DT-1, the other two, and all subsequent, were accepted as DT-2.

Eventually this aircraft was supplied to the Navy by four sources. Douglas built 41, the Naval Aircraft Factory built 6 under the designations DT-2 and DT-4, Dayton Wright built 11 DT-2s, and LWF (Lowe, Willard, and Fowler) built 20 DT-2s. The aircraft was first delivered to squadron on 12 December 1922. It was last reported in squadron by VF-6B on 1 April 1928.



The first DT built by Douglas, December 1924.

Models Accepted from the Manufacturer (New Builds)

DT-1:

Initial designation of the DT-2. Crew of one.

DT-2:

Specifications for the seaplane configuration are given below. Some of the landplane's dimensions were slightly different.

Crew	2, aviator and observer
Engine	one Liberty, 400 hp.
Length	37 ft 8 in
Weights:	
full load	7,291 lbs
useful	2,765 lbs
Armament	one 1,835 pound torpedo fixed guns and 2,350 rounds
Range	about 234 nautical miles
Height	15 ft 1 in
Length	37 ft 8 in
Span	50 ft
Wing area	707 sq ft

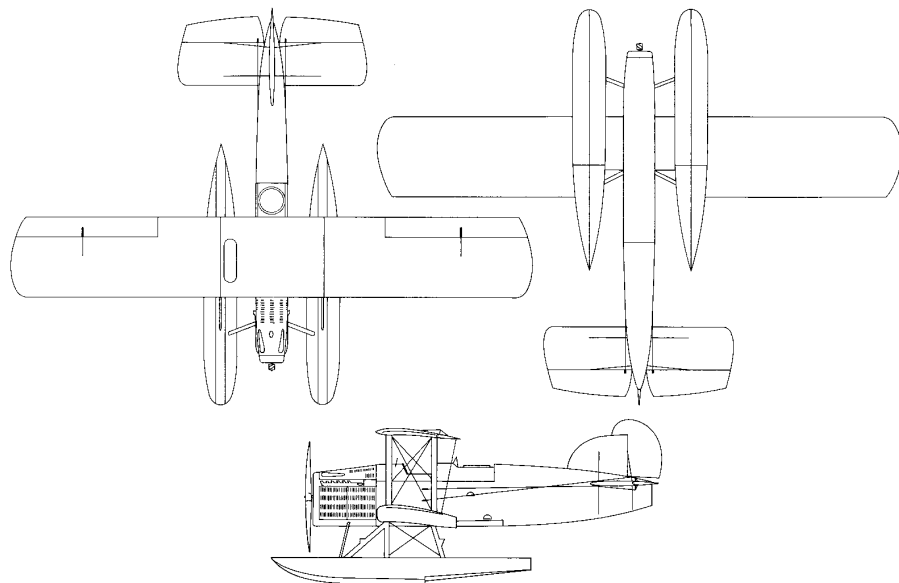
Other Designations

DT-4:

Same as DT-2 but powered by the Wright T-2, 525 hp engine. The DT-4 was a modification of the DT-2 by the Naval Aircraft Factory.

Bureau Numbers

DT	A6031-A6033
DT-2	A6085-A6095 (Dayton-Wright)
DT-2	A6405-A6422 (Douglas)
DT-2	A6423-A6428 (Naval Aircraft Factory)
DT-2	A6563-A6582 (Douglas)
DT-2	A6583-A6602 (LWF)



Line drawings for DT-2.

F-4 Phantom II

The F-4 began life as an unsolicited proposal from the McDonnell Aircraft Company to the Navy's Bureau of Aeronautics in 1953. McDonnell envisioned a twin-engine strike/fighter, and the aircraft's initial designation was AH-1, but the Navy soon made changes in the specification to require a high-altitude, long range fighter with the designation F4H-1. The name Phantom II was chosen to declare the aircraft's lineage from McDonnell's FD-1 Phantom which was the first all-jet aircraft the Navy operated. The Phantom II first flew on 27 May 1958 and was first reported in squadron, VF-121, in December 1960. It would prove to be one of the finest aircraft ever operated by the Navy and Marine Corps. Before the last delivery was made in December 1971, the Navy accepted 4,261 Phantom IIs, 3,057 of which were for foreign military sales attesting to the aircraft's international success. It was redesignated F-4 in 1962.

Model Designations Accepted From the Manufacturer (New Builds)

F4H-1F (F-4A):

Two-place, twin-engine, tricycle gear, carrier-based, all-weather fighter carrying missiles and special stores.

F4H-1 (F-4B):

Modification of the F-4A with the J79-GE-8 engine.

Specifications for the F4H-1 (F-4B) are as follows:

Crew	Two
Power Plant	Two General Electric J79-8
Range	Maximum Combat 1,606 nautical miles
Weight	
Empty	27,424 lbs
Basic	27,694 lbs
Design	34,500 lbs
Combat	38,018 lbs
Maximum Take-off	56,000 lbs
Maximum Landing	34,000 lbs arrested
Dimensions	
Wing	
Area	530 sq ft
Span	38.4 ft
Length	58.2 ft
Height	16.3 ft
Tread	17.9 ft
Ordnance	AIM-7 Sparrow and AIM-9 Sidewinder missiles

F4H-1P (RF-4B):

F-4B equipped for photography.

F-4J:

Similar to F-4B equipped with the AWG-10 pulse doppler radar and improved avionics.



An F4H-1 Phantom II in flight, circa late 1950s.

Other Designations

- TF-4A:**
Trainer version. Not carrier deployable
- QF-4B:**
Modified as a drone or control plane. Suitable for operational use.
- F-4G:**
F-4B aircraft equipped with two-way tactical digital data communications set (AN/ASW-21) for all nonautonomous modes of flight including automatic vectoring, automatic traffic control and automatic carrier landing.
- YF-4J:**
Similar to F-4B but equipped with Pulse Doppler Radar.
- RF-4J:**
Similar to RF-4C but with improved engine. Navy use.
- F-4N:**
Extensive redesign of F-4B.
- F-4S:**
F-4J modified for extended service life.

U.S. Air Force Use

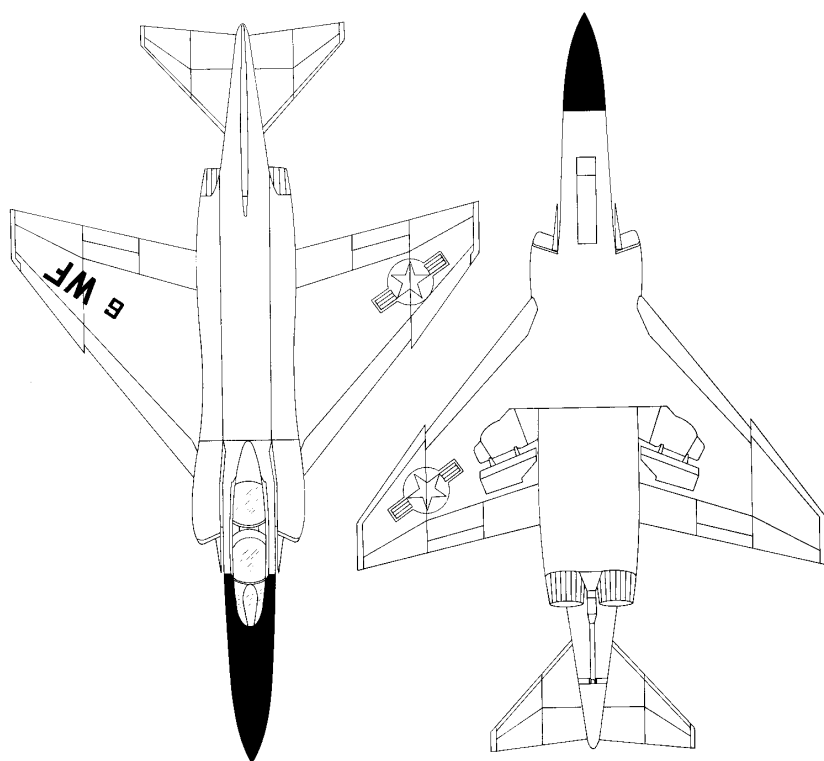
- | | |
|-------|-------|
| F-4C | EF-4C |
| RF-4C | F-4D |
| EF-4D | F-4E |
| RF-4E | YF-4E |
| F-4F | TF-4F |

Foreign Military Use

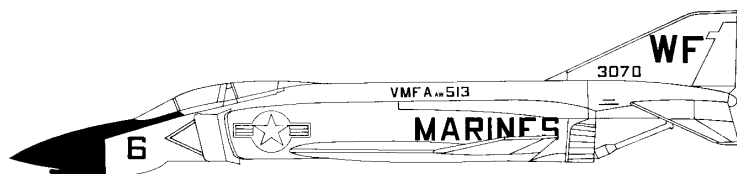
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|------|------|
| F-4K | F-4M |
|------|------|

Bureau Numbers

- | | |
|----------------|---|
| F4H-1F (F-4A) | 143388-143392, 145307-145317, 146817-146821, 148252-148275 |
| F4H-1 (F-4B) | 142259-142260, 148363-148434, 149403-149474, 150406-150493, 150624-150653, 150993-151021, 151397-151519, 152207-152331, 152965-153070, 153912-153950 (canceled) |
| F4H-1P (RF-4B) | 151975-151983, 153089-153115, 157342-157351 |
| F-4J | 153071-153088, 153768-153911, 154781-154788, 155404-155580, 155731-155916, 155904-155916 (canceled), 157242-157309, 158346-158379 |



Line drawings for the F-4.



F-5 (T-38) Talon

On 7 October 1969, the U.S. Navy took delivery of its first Northrop T-38 Talon supersonic trainer. This was the first of five that the Navy had ordered for the U.S. Naval Test Pilot School at Patuxent River, Maryland. The aircraft had been in use by the Air Force since 1961. From the development work that produced the T-38 design, Northrop developed the F-5 Tiger II for the Air Force. In 1974, the Navy began using the F-5E Tiger II at the Navy Fighter Weapons School as an adversary aircraft.



An F-5E Tiger II in flight.

Model Designations Accepted from the Manufacturer (New Builds)

F-5E:

Initial version of the Tiger II used by the Navy. The following are characteristics of the F-5E:

Crew	One
Power Plant	Two 5,000-lb General Electric J85-GE-21 turbojets

Weight

Maximum Takeoff	24,664 lbs
Empty	9,683 lbs

Dimensions

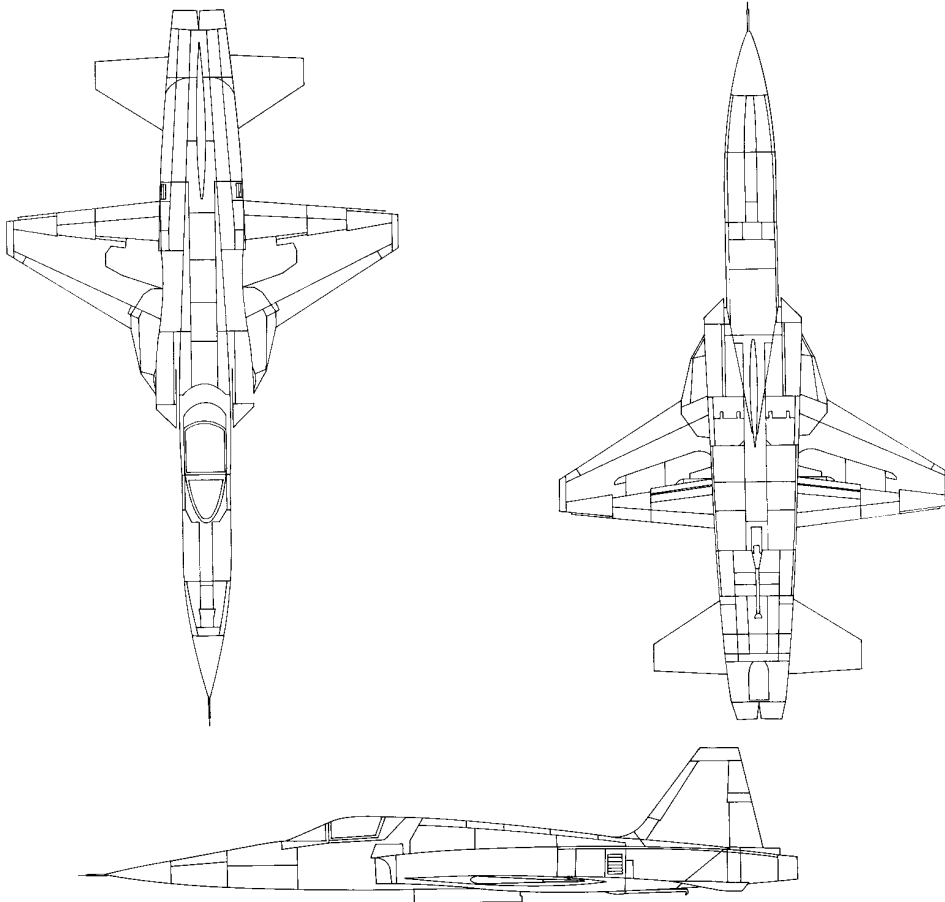
Wing Span	6 ft 8 in
Wing Area	186 sq ft
Length	48 ft
Height	13 ft 3 in

F-5F:

Upgraded F-5E. Two-place fighter/trainer.

Bureau Numbers

F-5E	159878-159882, 160792-160796, 162307
F-5F	160964-160966



Line drawings for the F-5.

F2H (F-2) Banshee

Beginning its life as the XF2D-1, the Banshee was the last of McDonnell's aircraft to bear the company's original Navy designation letter "D". This change was made by Navy Aircraft Circular Letter 81-47 of 28 August 1947. The immediate successor to McDonnell's FD-1 Phantom, the Banshee bore a great resemblance to the Phantom but was larger. The Navy placed the first contract for this all jet, carrier-based fighter on 2 March 1945. The first flight occurred 11 January 1947. It was first delivered to VF-171 in March 1949 and its last squadron employment was reported by VAW-11 on 30 September 1959. A total of 894 Banshees were procured.



An F2H-3 at the McDonnell Aircraft Company.

Models Accepted from the Manufacturer (New Builds)

XF2H-1:

Experimental version of the F2H-1.

F2H-1:

Powered by two Westinghouse J34-22A/30 engines, 3,150 lbs at takeoff.

F2H-2:

Longer fuselage than the F2H-1, capacity to carry external fuel tanks on wing tips, and powered by two J34-34 engines. Specifications for the F2H-2 are as follows:

Crew	one
Engine	2 Westinghouse 3,250 lbs takeoff J34-34
Weights:	
empty	10,321 lbs
combat	15,540-17,742 lbs
Armament:	
bombs	1,540 lbs maximum
guns	four 20 mm nose (M3)
Combat range	755-1,280 nautical miles
Height	14 ft 6 in

Length	42 ft 1 in
Wing span	44 ft 10 in
Wing area	294 sq ft

F2H-2N:

F2H-2 configured for night operations.

F2H-2P:

F2H-2 configured for photographic reconnaissance.

F2H-3 (Became F-2C):

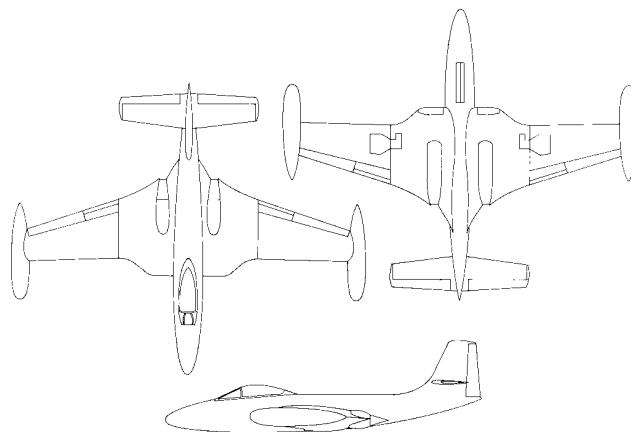
Basically the F2H-2 adapted to all-weather operations.

F2H-4 (Became F-2D):

The F2H-3 with improved radar equipment.

Bureau Numbers

XF2H-1	99858-99860
F2H-1	122530-122559
F2H-1	122990-123015
F2H-2	123204-123299
F2H-2N	123300-123396
F2H-2	123314-123396 (123383-123396 canceled)
F2H-2	124940-125071
F2H-2P	125072-125079
F2H-2	125500-125505
F2H-2	125649-125679
F2H-2P	125680-125706
F2H-3	126291-126350
F2H-4	126351-126353
F2H-3	126354-126489
F2H-2P	126673-126695
F2H-3	127493-127546
F2H-4	127547-127693
F2H-3P	127694-127695 (all canceled)
F2H-3	128745-128856 (all canceled)
F2H-2	128857-128886
F2H-3/3P	129050-129132 (all canceled)



Line drawings for the F2H.

F3D (F-10) Skyknight

In April 1946, the U.S. Navy awarded the Douglas Company a contract to produce the first carrier-based, all-weather, jet-powered night interceptor. The aircraft first flew March 1948 and was delivered to its first squadron, VC-3, in February 1951. The last delivery was in October 1953. A total of 268 aircraft were accepted. It was last reported in squadron in May 1970. The aircraft's designation was changed to F-10 in 1962. The production versions F3D-1 and F3D-2 both deployed. Plans for an F3D-3 never materialized and no aircraft by that designation was ever accepted.

Model Designations Accepted from the Manufacturer (New Builds)

XF3D-1:

Experimental variant of the Skyknight. Three articles were built.

F3D-1 (F-10A):

Twenty-eight F3D-1s were eventually procured. The F3D-1 designation was changed to F-10A in 1962. Characteristics of the F3D-1 are as follows:

Crew	Two
Power Plant	Two 3,000-lb Westinghouse J34-WE-38
Combat Radius	675 nautical miles
Weight	
Gross	22,609 lbs
Dimensions	
Wing	
Area	401 sq ft
Span	50 ft
Length	45 ft 5 in
Height	16 ft 1 in
Ordnance	Four 20-mm nose guns with 800 rounds.

F3D-2 (F-10B):

This second variant of the Skyknight used the 3,400 lb Westinghouse J34-WE-36 engine. A total of 237 were procured. This designation was changed to F-10B in 1962.

Other Designations:

F3D-1M and -2M (MF-10B):

F3D-1 and F3D-2 equipped with radar and provisions for launching missiles. The F3D-2M designation was changed to MF-10B in 1962. The F3D-1 was no longer in service in 1962.

F3D-2Q (EF-10B):

F3D-2 modified for electronic warfare. One of the



An XF3D-1 at NAS Patuxent River, Maryland, circa 1950.

earliest tactical jet aircraft modified for the Electronic Warfare role. The designation was changed to EF-10B in 1962.

F3D-2T:

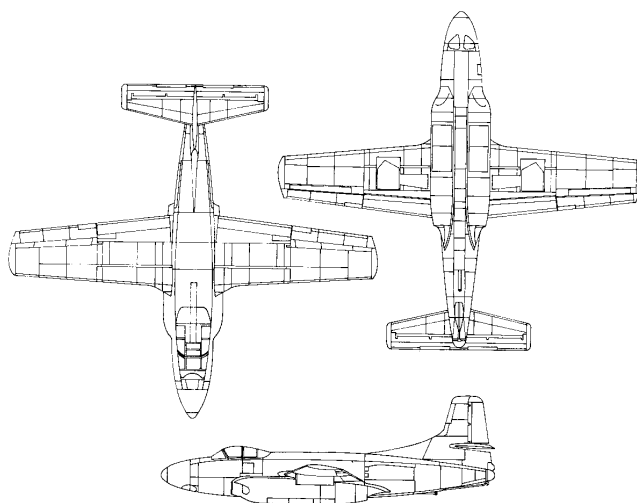
F3D-2 converted to serve as a radar trainer. The designation was no longer in service in 1962.

F3D-2T2 (TF-10B):

F3D-2T equipped with AN/APG-51 radar. The designation was changed to TF-10B in 1962.

Bureau Numbers

XF3D-1	121457-121459
F3D-1	123741-123770
F3D-2	124595-124664
	125783-125882
	127019-127085
F3D-3	125883-125892 all canceled



Line drawings for the F3D.

F3H (F-3) Demon

In 1949, the Navy awarded the McDonnell Company a contract to produce a carrier-based, jet-powered, all-weather interceptor designed as a successor to the F2H Banshee and incorporating the latest technology addressing the questions about jet-powered carrier-based tactical planes. The Demon would become one of the earliest Navy fighters to deploy with air-to-air missiles and the only single-engine fighter McDonnell ever built for the Navy. The Demon made its initial flight in August 1951. The first delivery was to VF-14 on 7 March 1956. The F3H fought a long and ultimately unsuccessful battle with its power plant; while the aircraft has its place in naval aviation history, it never fully met expectations. The last delivery occurred in November 1959. A total of 519 articles were accepted and it was last reported in squadron by VF-161 in August 1964. The F3H was redesignated the F-3 in 1962.

Model Designations Accepted from the Manufacturer (New Builds)

XF3H-1:

The experimental version of the Demon. Two articles were accepted by the Navy. It was initially intended to be powered by the Westinghouse J40-WE-8 engine, which soon changed to the J40-WE-10, but production problems with the -10 engine led to one of the XF3Hs being powered by the Westinghouse J40-6. The production problems resulted in a decision to use the Allison J71-A-2 as a back-up engine. The production version of the Westinghouse J40-WE-8 was designated -22 and it was this engine that would power the initial production F3H-1s, while the Allison J71-A-2 powered the later articles.

F3H-1:

First production version of the Demon. The F3H-1 designation was never changed since the -1 was no longer in service at the time of the redesignation in 1962.



An XF3H-1 Demon taking off on a routine test flight, May 1953.

F3H-1N:

All-weather version of the F3H-1.

F3H-2 (F-3B):

Production version. Powered by Allison J71-A-2 engine. Redesignated F-3B in 1962.

F3H-2M (MF-3B):

The F3H-2M was equipped to launch four Sparrow or Sidewinder missiles. The aircraft was redesignated MF-3B in 1962. Its characteristics were as follows:

Crew	One
Power Plant	One 14,400 lb Allison J71-A-2B engine
Combat Radius	302 nautical miles
Weight	
Maximum Takeoff	39,000 lbs
Basic	22,028 lbs
Empty	21,292 lbs
Dimensions	
Wing	
Area	519 sq ft
Span	35 ft 4 in
Length	58 ft 11.5 in
Height	14 ft 6.6 in

Ordnance

Four Sparrow or Sidewinder missiles; four 20-mm fixed forward-firing guns with 600 rounds.

F3H-2N (F-3C):

All-weather version of the F3H-2. Also improved fire control. Redesignated F-3C in 1962.

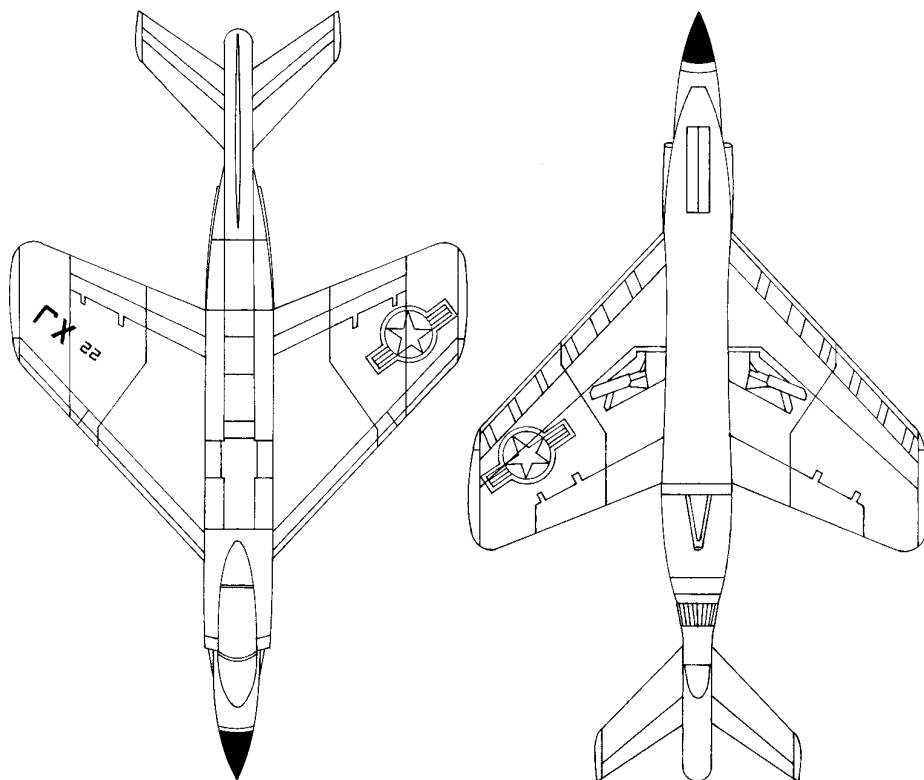
Other Designations

F3H-1P and -2P:

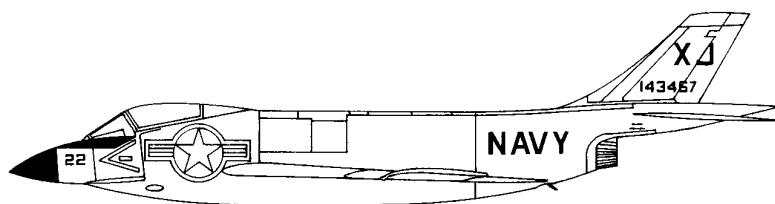
Equipped for reconnaissance.

Bureau Numbers

F3H-1	133389-133488 canceled, 137096-137131 canceled, 137156-137215, 137859-137886 canceled, 138660-138819 canceled
F3H-1N	133489-133554
F3H-2	146328-146339, 143403-143492, 146741-146816 canceled, 143403-143492, 145202-145306
F3H-2M	133569, 133623-133638, 137033-137095
F3H-2N	133545-133568, 133570-133622, 136966-137032
F3H-2P	137132-137155 canceled



Line drawings for an F3H.



F4D (F-6) Skyray

The Navy's need for a carrier-based, short-range fighter led to a contract award in December 1948 to Douglas for the aircraft design that became the F4D Skyray. To meet the requirement for a high rate of climb, Douglas designers came up with a swept-back modified delta wing on a tailless airframe. The F4D first flew in January 1951, but due to delays and delivery of the power plant initially intended, Composite Squadron THREE (VC-3) did not accept the first Skyray until April 1956. It was last reported in squadron by Marine Fighter Squadron ONE ONE FIVE (VMF-115) in February 1964. The F4D-1 was redesignated F-6A in 1962. A total of 421 Skyrays were accepted.



An XF4D-1 Skyray landing aboard Coral Sea (CVA 43), October 1953.

Model Designations Accepted from the Manufacturer (New Builds)

XF4D-1:

Experimental version of the F4D-1.

F4D-1:

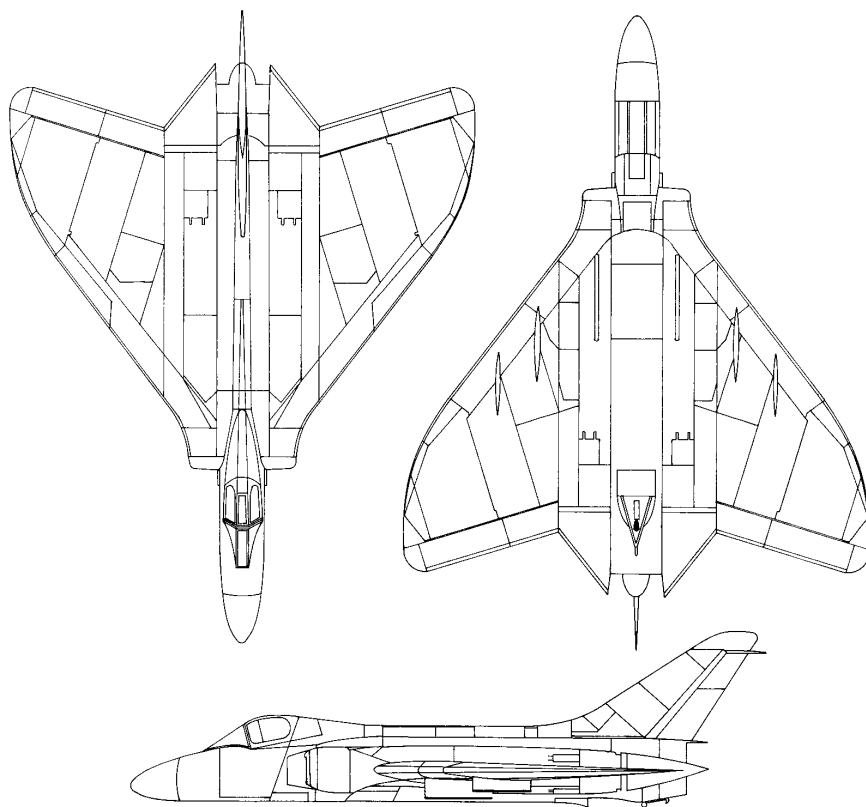
Crew	One
Power Plant	One Pratt & Whitney 8,000 lb J57-P-2
Combat Radius	200 nautical miles
Weight	
Maximum Takeoff	23,050 lbs from catapult
Basic	15,450 lbs
Empty	15,225 lbs

Dimensions

Wing	
Area	557 sq ft
Span	33 ft 6 in
Length	58 ft 11.5 in
Height	13 ft
Ordnance:	Wing provisions for rockets. Four 20 mm fixed forward-firing guns with 280 rounds.

Bureau Numbers

XF4D-1	124586-124587
F4D-1	134744-134973, 130740-130751, 139030-139207, 136163-136392 all canceled



Line drawings for the F4D-1.

F4U/FG/F3A Corsair

The Navy awarded a contract to the Vought Company on 30 June 1938 to produce a new single-seat, carrier-based fighter aircraft. The contract had resulted from a requirement the Navy had released to industry earlier that year. Vought engineers responded with a design that has become legendary because of its propeller of unusually large diameter and inverted gull wings which kept the main landing gear short and retractable straight back, but the fuselage stayed high enough to compensate for the large blades driven by the Pratt & Whitney R-2800 Double Wasp, the first 2,000 horsepower engine ever to power a Navy fighter aircraft. The Navy designated the airplane F4U.

The XF4U-1 made its initial flight on 29 May 1940. The first squadron delivery of the Corsair occurred on 3 October 1942 when VF-12 accepted an F4U-1. The Navy accepted the last delivery of a Corsair in January 1953.

Because production orders were so heavy during the Second World War, the Navy gave production contracts to Goodyear, who built the Corsair under the designations FG-1 and FG-1D, and to Brewster who built the aircraft as the F3A-1. Vought built 7,829 Corsairs, of which 1,067 were for foreign use; Goodyear built 4,006, of which 989 were for foreign use; and Brewster built 735, of which 430 were for foreign use. A modified version designed to fulfill a strike role was furnished by Vought under the designation AU-1.

Models Accepted from Vought (New Builds)

XF4U-1:

Experimental version of the F4U-1.

F4U-1:

Specifications for the F4U-1 are as follows:

Crew	one
Engine	one R-2800-8 or -8W



An F4U-1D Corsair.

Propeller	Hamilton Standard, constant speed, three-bladed hydromatic; 13 ft 3 in
Wing span	40 ft 11 in
Length	33 ft 4 in
Height	18 ft 3 in
Wing area	314 sq ft
Weights:	
empty	8,873 lbs
gross	13,090 lbs
Armament	six 50 calibre fixed guns and 2,350 rounds
Combat radius	about 365 nautical miles

F4U-1B:

F4U-1 for the United Kingdom.

F4U-1C:

Same as F4U-1 but equipped with four 20 mm guns and 924 rounds. Later redesignated F4U-1B.

F4U-1D:

Same as F4U-1 but equipped with wing points for carrying releasable tanks, bombs, or rockets.

F4U-4:

Same as F4U-1D but powered by Pratt & Whitney R-2800-18W engine. Also, an improved cockpit arrangement.

F4U-4B:

Same as the F4U-4 for the United Kingdom

F4U-4C:

Same as F4U-4 but with four 20 mm guns and 924 rounds. Later redesignated F4U-4B.

F4U-4P:

F4U-4 equipped for photography.

F4U-5:

Same as F4U-4 except for 2-stage engine (Pratt & Whitney R-2800-32W).

F4U-5N:

Same as F4U-5 but equipped for night fighting.

F4U-5P:

Same as F4U-5 but equipped for photography.

F4U-7:

The end of the Corsair production line. The F4U-7 was similar to the AU-1 except for being powered by the Pratt & Whitney R-2800-18W engine. These aircraft were built for France under the Military Assistance Plan.

AU-1:

F4U-5 but equipped to fulfill a ground support attack role, this version was powered by the Pratt & Whitney R-2800-833WA engine. Armament included four 20 mm guns with 924 rounds. Maximum bomb

capacity was 8,200 pounds. There was a new instrument panel, relocated oil coolers, and additional armor over the F4U-5.

Models Accepted from Goodyear (New Builds)

FG-1:

F4U-1 built by Goodyear.

FG-1B:

F4U-1B built by Goodyear for the United Kingdom.

FG-1A:

F4U-1A built by Goodyear.

FG-1D:

F4U-1D built by Goodyear.

Models Accepted from Brewster (New Builds)

F3A-1:

F4U-1 built by Brewster.

Other Designations

F4U-5NL:

F4U-5N equipped for cold weather operations.

FG-1E:

FG-1D equipped with special radar.

FG-3:

Development of FG-1D with two-stage turbo-supercharged engine.

FG-4:

Same as F4U-4.

F2G-1:

Similar to FG-1 except engine and rearrangement of cockpit and cowling.

F2G-2:

Carrier version of the F2G-1 with folding wings, and provisions for launching and recovery.

F3A-1D:

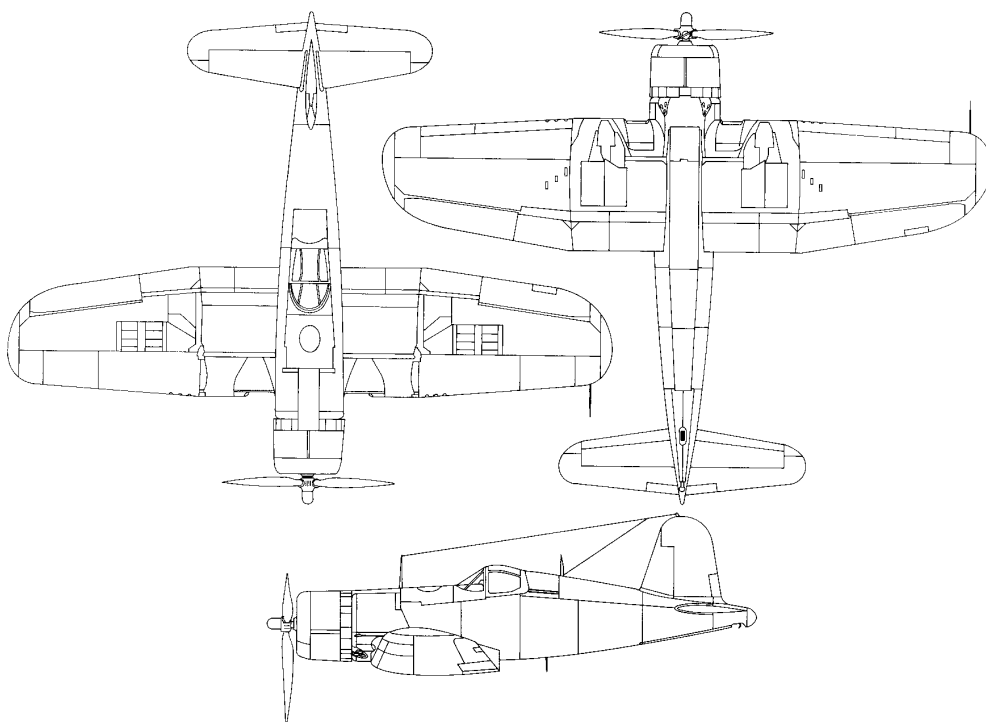
Same as F4U-1D.

Bureau Numbers

F4U-1	02153-02156
XF4U-1	1443
F4U-1	02158-02736
F4U-1	03802-03841
F4U-1	17392-17455
F4U-1A	17456-17515
XF4U-3	17516
F4U-1A	17517-18121
F4U-1	18122-18191
F4U-1	49660-49762
XF4U-4	49763

F4U-1	49764-50300
XF4U-4	50301
F4U- 1	50302-50359
F4U-1D	50360-50659
F4U-1	55784-56483
F4U-1D	57084-57656
F4U-1C	57657-57659
F4U-1D	57660-57776
F4U-1C	57777-57791
F4U-1D	57792-57965
F4U-1C	57966-57983
F4U-1B	62915-62929
F4U-4P	62930
F4U-4B	62931-62949
F4U-4P	62950
F4U-4B	62951-62969
F4U-4P	62970
F4U-4B	62971-62989
F4U-4P	62990
F4U-4B	62991-63009
F4U-4P	63010
F4U-4B	63011-63029
F4U-4P	63030
F4U-4B	63031-63049
F4U-4P	63050
F4U-4B	63051-63069
F4U-4P	63070
F4U-4B/P	63071-63914 (63072-63914 canceled)
XF4U-4	80759-80763
F4U-4	80764-82177
F4U-1C	82178-82189
F4U-1D	82190-82259
F4U-1C	82260-82289
F4U-1D	82290-82369
F4U-1C	82370-82394
F4U-1D	82395-82434
F4U-1C	82435-82459
F4U-1D	82460-82539
F4U-1C	82540-82582
F4U-1D	82583-82632
F4U-1C	82633-82639
F4U-1C	82740-82761
F4U-1D	82762-82854 (82853-82854 canceled)
F4U-4	96752-97295
XF4U-5	97296
F4U-4	97297-97363
XF4U-5	97364
F4U-4	97365-97414
XF4U-5	97415
F4U-4	97416-97531
F4U-4	105176-106875 (105176-106875 canceled)
F4U-4	114529-115728 (114529-115728 canceled)
F4U-5	121793-121803
F4U-5P	121804
F4U-5	121805-121815
F4U-5N	121816
F4U-5	121817-121831

F4U-5N	121832-121833	F4U-5P	122167-122206
F4U-5	121834-121851	F4U-5N/NL	123144-123203
F4U-5N	121852-121853	F4U-5N	124441-124503
F4U-5	121854-121871	F4U-5NL	124504-124522
F4U-5N	121872-121874	F4U-5	124523
F4U-5	121875-121890	F4U-5NL	124524-124560
F4U-5N	121891-121893	F4U-5NL	124666-124709
F4U-5	121894-121911	F4U-5N	124710-124724
F4U-5N	121912-121915	F4U-7	133652-133731
F4U-5	121916-121931	F4U-7	133819-133832
F4U-5N	121932-121925	XAU-1	124665
F4U-5P	121936	AU-1	129318-129417
F4U-5	121937-121951	AU-1	133833-133843
F4U-5N	121952-121955	XF2G-1	12992
F4U-5P	121956-121957	FG-1D	12993-13470
F4U-5	121958-121972	XF2G-1	13471-13472
F4U-5N	121973-121976	FG-1D	13473-14690
F4U-5P	121977-121978	XF2G-1	14691-14695
F4U-5	121979-121994	FG-1D	14696-14991
F4U-5N	121995-121998	FG-1D	67055-67254 (67100-67254 canceled)
F4U-5P	121999-122002	FG-4	67255-67754 (all canceled)
F4U-5	122003-122014	FG-1	76139-76148
F4U-5N	122015-122018	FG-1D	76149-76449
F4U-5P	122019-122022	FG-3	76450
F4U-5	122023-122036	FG-1	76451-76739
F4U-5N	122037-122040	FG-1D	87788-88453
F4U-5	122041-122044	F2G-1	88454-88458
F4U-5P	122045-122048	F2G-2	88459-88871 (88464-88871 canceled)
F4U-5	122049-122057	FG-1D	92007-93301 (92702-93301 canceled)
F4U-5N	122058-122061	F3A-1	04515-04774
F4U-5P	122062-122065	F3A-1	08550-08797
F4U-5	122066	F3A-1	11067-11646 (11294-11646 canceled)
F4U-5	122153-122166		



Line drawings for the F4U-1.

F6F Hellcat

Among the Navy's successful aircraft, the Hellcat enjoys a most, if not the most, special place. The Grumman Company's F4F Wildcat served well by taking the heat from the Japanese Zero while at a significant, but hardly overwhelming degree, technologically inferior. The F6F, begun in 1941, would deploy in the summer of 1943, quickly prove itself the Zero's superior, and become the Navy's frontline fighter in the long march across the Pacific to Tokyo Harbor and the end of World War II. The Navy accepted a total of 12,275 Hellcats; it was last reported in squadron by VC-4 on 31 August 1953.

Models Accepted from the Manufacturer (New Builds)

XF6F-1/2/3:

The original contract, dated 30 June 1941, called for two prototypes to be designated XF6F-1 and powered by the Wright R-2600 engine. Before they were built, the Navy decided to change the powerplants and equip one of the prototypes with the Pratt & Whitney R-2800. The aircraft powered with the Wright R-2600 was accepted as XF6F-1, the one powered by the Pratt & Whitney R-2800 was accepted as the XF6F-3. A third aircraft was equipped with the Wright R-2600 that was fitted with a turbo-supercharger and accepted as XF6F-2.

F6F-3:

Specifications for the F6F-3 are as follows:

Crew	one
Length	33 ft 7 in
Span:	
open	42 ft 10 in
folded	16 ft 2 in
Wing area	334 sq ft
Height	13 ft 1 in
Weight:	
empty	9,109 lbs
combat	15,509 lbs
Range	1,335 statute miles
Engine	Pratt & Whitney R-2800-10
Ordnance:	
bombs	2,000 lbs
guns	six .50 cal. fixed forward firing

F6F-3E:

F6F-3 equipped with APS radar.

F6F-3N:

F6F-3 equipped for night operations.

XF6F-4:

This was the original XF6F-3 equipped with a two-speed Pratt & Whitney R-2800 engine.

F6F-5:

The main differences between the F6F-3 and the F6F-5 were in a reshaped windshield, increased armor,



An F6F-3 Hellcat, circa mid-1943.

increased strength, a close fitting cowl, spring tab ailerons, and a smoother finish. The F6F-5 has about 15 percent increase in speed over the F6F-3.

F6F-5N:

The F6F-5 equipped for night operations.

XF6F-6:

Experimental version, never in production. Powered by a new and more powerful Pratt & Whitney R-2800 engine called the "C" series. It had a four-bladed propeller.

Other Designations

F6F-5D:

Modified as a drone directing aircraft.

F6F-5K:

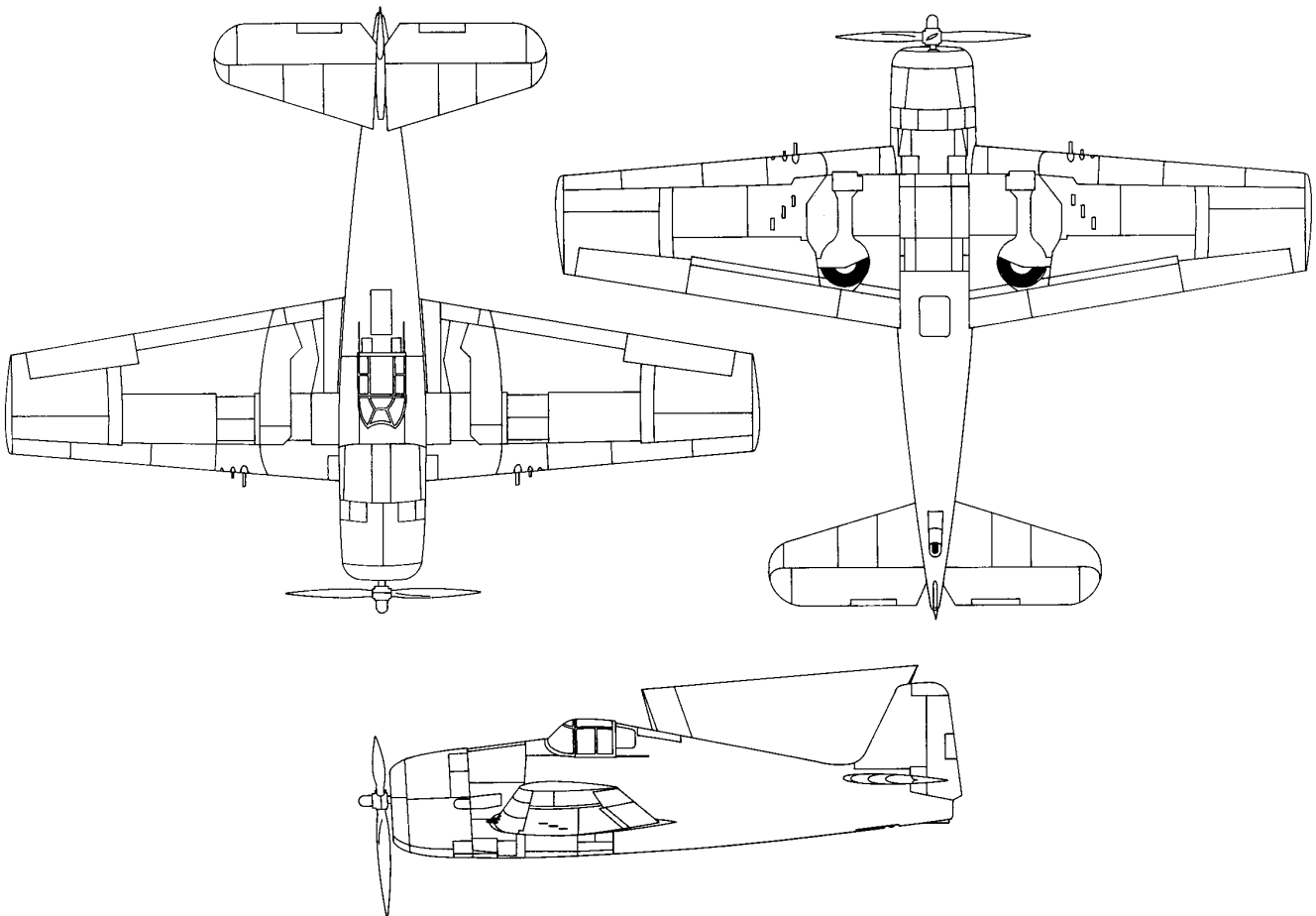
Modified as a target or assault drone.

F6F-5P:

Equipped for photo-reconnaissance.

Bureau Numbers

XF6F-1/4	02981
XF6F-1/3	02982
F6F-3	04775-04958
F6F-3	08798-09047
F6F-3/3N	25721-26195
F6F-3/3N/3E	39999-43137
F6F-5/5N	58000-58999
F6F-3	65890-66244
F6F-5	69992-70187
XF6F-6	70188
F6F-5/5N/5P	70189-70912
XF6F-6	70913
F6F-5/5N/5P	70914-72991
F6F-5/5N/5P	77259-80258
F6F-5	93652-94751 (94522-94751 canceled)
F6F-5N	108226-109272 (108226-109272 canceled)
F6F-5	111349-111748 (all canceled)



Line drawings for an F6F-3.

F7F Tigercat

Another of the Navy's fighters produced in World War II but never saw action in that conflict and was quickly replaced by jet power. The Tigercat was a twin-engine, tricycle landing gear, carrier-based plane with greater air-to-ground capability than was normal in a Navy aircraft designated fighter. The Navy awarded Grumman the initial contract for the F7F in June 1941. The plane first flew on 3 November 1943. VMF-911 and VMF(N)-531 took the initial deliveries in January 1944. Some F7Fs saw land-based action with the Marine Corps in Korea. On 31 January 1954, VJ-62 reported a F7F-3N and -4N, the last time Tigercats were reported in squadron. A total of 364 were accepted.

Model Designations Accepted from the Manufacturer (New Builds)

XF7F-1:

Experimental version of the F7F-1.

F7F-1N:

Night fighter powered by two Pratt & Whitney R-2800-22W engines and equipped with radar.

XF7F-2N:

Experimental version of the F7F-2N.

F7F-2N:

Same as F7F-1N but equipped for two crewmen, a pilot and a radar operator. Powered by two Pratt & Whitney R-2800-22W engines.



An XF7F-1 Tigercat in flight, December 1943.

F7F-3:

This version was similar to the F7F-2N but built for pilot only; the radar operator's place had been fitted with an extra fuel tank. It was powered with the upgraded Pratt & Whitney R-2800-34W.

F7F-3N:

Another two-place plane. The radar operator station was restored in place of the fuel tank. Also, this version was equipped with a nose radome.

F7F-4N:

Structurally modified to correct most of the carrier suitability problems encountered in earlier versions. The F7F-4N was a two-place night fighter with radar operator and AN/APS-19 radar in a nose radome and powered by two Pratt & Whitney R-2800-34W engines. Characteristics for the F7F-4N are as follows:

Crew	Two
Power Plant	Two 1,700 hp Pratt & Whitney R-2800-34W
Combat Radius	305 nautical miles
Weight	
Maximum Takeoff	24,139 lbs
Basic	18,518 lbs
Empty	17,518 lbs
Dimensions	
Wing	
Area	455 sq ft
Span	51 ft 6 in
Length	46 ft 11 in
Height	16 ft 7 in
Ordnance:	Four 20-mm fixed wing guns with 800 rounds.

Provisions on wings and fuselage for launching rockets, bombs, torpedoes and mines.
Maximum bomb capacity was 4,600 lbs

Other Designations:

F7F-1:

A designation that never existed anywhere but on paper. No bureau number was assigned to an F7F-1 and no record has yet surfaced to indicate that an aircraft with the F7F-1 designation was accepted into Navy inventory.

F7F-2P:

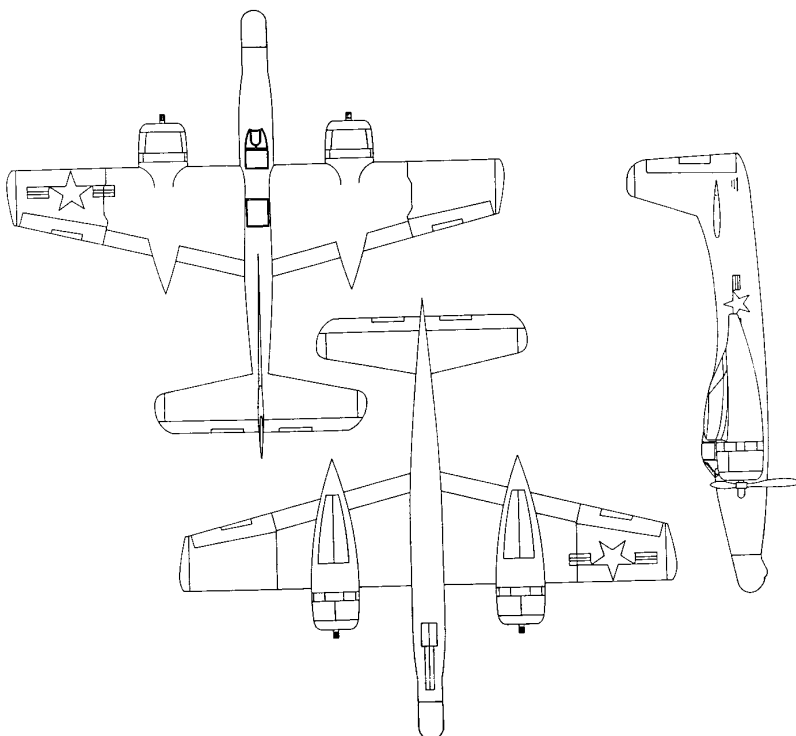
F7F-2 modified for photographic reconnaissance.

F7F-3P:

F7F-3 modified for photographic reconnaissance.

Bureau Numbers

XF7F-1	03549-03550
F7F-3	69740-69989
F7F-1N	80259-80260
XF7F-2N	80261
F7F-1N	80262-80293
F7F-2N	80294-80358
F7F-3	80359-80547
F7F-4N	80548
F7F-3N	80549-80608
F7F-4N	80609-80620
F7F	80621-80758 canceled
F7F-3	116729-117728



Line drawings for the F7F.

F7U Cutlass

The Vought Company designed the Cutlass as a tailless, carrier-based fighter for high speed and high rate of climb. Three models were designed, F7U-1, F7U-2 and F7U-3, but owing to problems with the power plant in the F7U-2, only the F7U-1 and F7U-3 were produced. Experience with the F7U-1 indicated that the F7U-3 would benefit from redesign of the airframe. The most obvious of the changes was in the nose section. All F7U-1s served as trainers; only the F7U-3 deployed in the fleet as a fighter aircraft.

The Navy awarded Vought a contract for the XF7U-1 on 25 June 1946. The aircraft first flew in August 1948. The first squadron delivery of an F7U-3 did not occur until May 1954; the Cutlass was last reported in squadron less than four years later on 30 November 1957. A total of 305 F7Us were delivered to the Navy.



An F7U-3 Cutlass during a test flight, with an F6U-1 Pirate chase plane.

Models Accepted from the Manufacturer (New Builds)

XF7U-1:

Experimental model of the F7U-1.

F7U-1:

Initial production model of the Cutlass. Used for training only.

F7U-3:

Production model assigned to fleet squadrons. Specifications for the F7U-3 are as follows:

- Crew One
- Engine 2 Westinghouse 4,000 lbs J46-WE-8 engines

Weights:

- empty 18,500 lbs
- combat 24,068 lbs

Armament:

- bombs four pylons, 2,000 lbs
- guns four 20 mm cannon

- Range about 575 nautical miles
- Height 14 ft 4 in
- Length 43 ft 1 in
- Wing span 39 ft 8 in

F7U-3M:

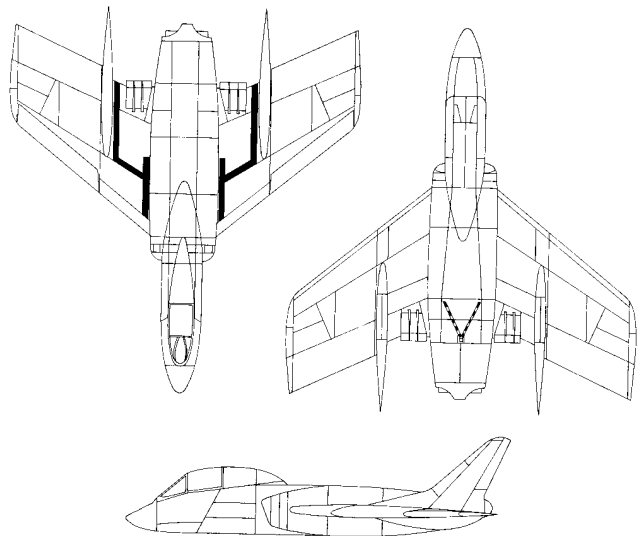
F7U-3 with provisions for launching four guided missiles.

F7U-3P:

F7U-3 equipped for photographic reconnaissance.

Bureau Numbers

- XF7U-1 122472-122474
- F7U-1 124415-124434 (124429-124434 canceled)
- F7U-2 125322-125409 (all canceled)
- F7U-3 125410-125411 (all canceled)
- F7U-3 128451-128478
- F7U-3 129545-129676
- F7U-3M 129677
- F7U-3 129678-129697
- F7U-3M 129698-129744
- F7U-3P 129745-129756
- F7U-3 136912-136963 (all canceled)
- F7U-3P 136964-136965 (all canceled)
- F7U-3M 139868-139917



Line drawings for an F7U-3.

F8F Bearcat

In November 1943, the Navy awarded Grumman a contract to develop a fighter aircraft that could operate from all carriers rather than being limited to the largest of ships. To meet the requirement, Grumman engineers pursued a derivative of the F6F Hellcat. Designated the F8F Bearcat by the Navy, Grumman's Design G-58 first flew on 31 August 1944. It was delivered on 21 May 1945, but was not ready for service before World War II ended. The F8F was the last piston engine fighter Grumman would build for the Navy. A total of 1,263 Bearcats were procured.

Models Accepted from the Manufacturer (New Builds)

XF8F-1:

Experimental version of F8F-1.

XF8F-1N:

Experimental version of the F8F-1N night fighter.

XF8F-2:

Experimental version of the F8F-2.

F8F-1:

Specifications for the F8F-1 are as follows:

Crew	one
Length	27 ft 8 in
Height	12 ft 2 in
Span:	
open	35 ft 6 in
folded	23 ft 9 in
Wing area	244 sq ft
Weights:	
empty	7,323 lbs
combat	9,672 lbs
Range	217 nautical miles (combat)
Engine	one Pratt & Whitney 2100 hp R-2800-34W
Ordnance:	
bombs	2,000 lbs
guns	four .50 calibre forward firing fixed in wings

F8F-1B:

The F8F-1 with four 20 mm guns replacing the .50 calibers.

F8F-1N:

The F8F-1 equipped for night fighting.

F8F-2:

F8F-1 but powered by higher rated engine (Pratt & Whitney R2800-30W) and the 20 mm gun installation.

F8F-2N:

F8F-2 equipped for night fighting.

F8F-2P:

F8F-2 equipped for photographic reconnaissance.



An XF8F-1 Bearcat.

Other Designations

F8F-1D and F8F-2D:

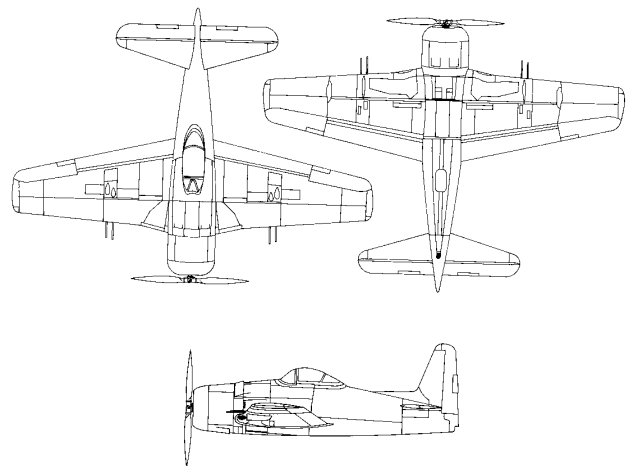
F8F-1 and F8F-2 equipped for use as a drone control plane.

F3M-1:

Planned designation for F8Fs built by General Motors. The contract ordering these aircraft was canceled at the end of World War II, and the aircraft were never delivered.

Bureau Numbers

F8F-1	90437-90459
XF8F-1	90460-90461
F8F-1	94752-95048
XF8F-2	95049
F8F-1	95050-95329
XF8F-1	95330
F8F-1	95331-96751 (95499-96751 canceled)
F8F-1	100001-102000 (all canceled)
F8F-1	112529-114528 (all canceled)
F8F-1	121463-121522
F8F-2	121523-121792
F8F-1B	122087-122152
F8F-2	122614-122708



Line drawings for an F8F-2.

F8U (F-8) Crusader

In 1952, the Chance Vought Company submitted a design in response to a Navy request for proposals to build a supersonic daytime fighter aircraft. The Navy awarded Vought the contract on 29 June 1953. The F8U first flew on 25 March 1955, the first delivery was in March 1957. By the time the last delivery was made in January 1965, 1,264 had been accepted for the Navy, the Marine Corps and foreign military use. The Crusader was last reported in squadron by VFP-206 on 1 April 1987 at NAF Washington, D.C. A single-seat, single-engine daytime fighter, the F8U was distinctive for its high wing with variable incidence to alter landing speed. The F8U was redesignated F-8 in 1962.

Model Designations Accepted from the Manufacturer (New Builds)

XF8U-1:

Experimental version of the F8U-1.

F8U-1 (F-8A):

Single place, swept-wing, carrier-based day fighter. Equipped to carry AIM-9 Sidewinder missiles.

F8U-1E (F-8B):

F-8A equipped with AN/APS-67 visual assist radar.

F8U-1P (RF-8A):

Photographic version of F-8A

F8U-1T (TF-8A):

Two-seat trainer

XF8U-2:

Experimental version of the F8U-2

F8U-2 (F-8C):

Improved version of F-8B with improved engine and fixed ventral fins. Characteristics of F8U-2 (F-8C) are as follows:

Crew	One
Power Plant	Pratt & Whitney J57-P-16
Combat Range	1,195-1,295 nautical miles
Weight	
Empty	16,483 lbs
Basic	17,673 lbs
Design	23,192 lbs
Maximum Combat	24,475 lbs
Maximum Takeoff	27,938 lbs (catapult)
Maximum Landing	22,000 lbs (arrested)
Dimensions	
Wing	
Area	375 sq ft
Span	35 ft 8 in



An F8U-1 Crusader prepares for take off from Hensley Field, Dallas, Texas.

Length	54 ft 3 in
Height	15 ft 9 in
Tread	9 ft 8 in
Ordnance	Four 20-mm aircraft guns front fuselage and 500 rounds. Thirty-two 2.75-inch rockets carried internally or in rocket pack, centerline fuselage or two AIM-9 missiles externally on pylon each side of fuselage.

F8U-2N (F-8D):

Similar to F-8C. Limited all-weather aircraft with AN/APQ-83 radar, autopilot, higher thrust engine and additional fuel capacity. Equipped to carry four Sidewinder missiles.

F8U-2NE (F-8E):

Similar to F-8D except equipped with AN/APQ-94 radar with larger antenna.

F8U-3:

Improved version of F8U with all-weather capabilities.

Other Designations**F8U-1D (DF-8A):**

Configured as a high-speed control aircraft for Regulus I/II missile.

F8U-1KD (QF-8A):

Configured as a Regulus I missile high-speed trounce and control aircraft.

DF-8F:

Configured for remote control of QF-9F and QF-9G aircraft and BQM-34A, AQM-34B and AQM-34C drones.

RF-8G:

F-8A modernized for increased service life and reconnaissance capabilities.

F-8H:

F-8D modified to include external wing store capability, increased strength fuselage, lead-launch computer and other improvements.

F-8J:

F-8E with increased fuselage and wings, and other improvements.

F-8K:

Similar to F-8C but with structural changes to fuselage, wing and landing gear.

F-8L:

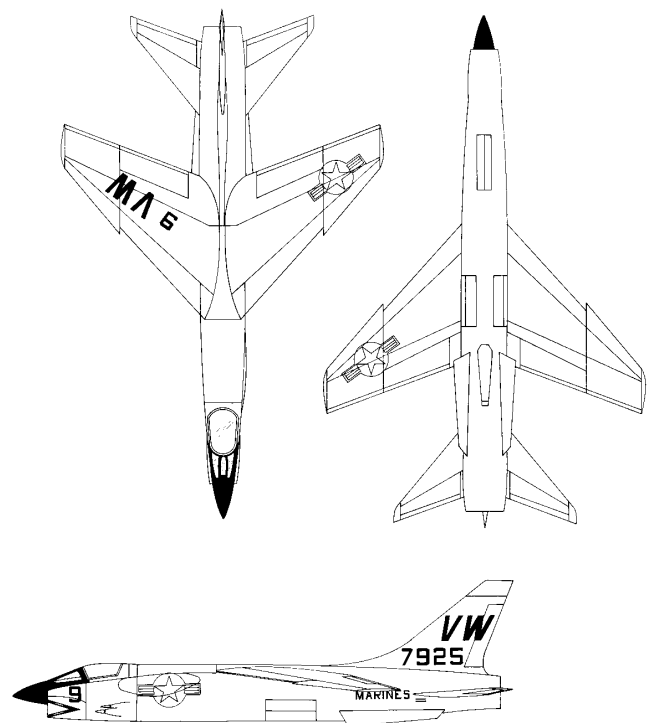
Similar to F-8B but with structural changes to fuselage, wing and landing gear.

F-8M:

Similar to F-8A but with structural changes to fuselage, wing and landing gear.

Bureau Numbers

XF8U-1	138899-138901 138901 (canceled)
F8U-1 (F-8A)	140444-140446, 141336-141362, 142408-142415, 143677-143821, 144427-144606 (144462-144606 canceled)
F8U-1E (F-8B)	145416-145545
F8U-1P (RF-8A)	141363, 144607-144625, 145604-145647, 146822-146905 (146902-146905 canceled), 147078-147084 (canceled)
F8U-1T (TF-8A)	145648-145659 (canceled)
XF8U-2	140447-140448
F8U-2 (F-8C)	145546-145603, 146906-147034
F8U-2N (F-8D)	147035-147077 (147073-147077 canceled), 147896-147925, 148627-148710
F8U-2NE (F-8E)	149134-149227, 150284-150355, 150654-150683, 150843-150932, 151732-151755
F8U-3	146340-146341, 147085-147100 (147088-147100 canceled)



Line drawings for an F8U.

F9F (F-9) Panther and Cougar

The McDonnell Company of St. Louis built the Navy's first all jet aircraft and demonstrated that the jet engine was adaptable to naval aviation, but it was Grumman's F9F Panther that became the first Navy jet fighter to shoot down another jet fighter.

Grumman's departure from propeller driven fighters was accompanied by abandoning the tradition of naming the Company's fighters "Cats." However, the feline connection lived on with Panther and Cougar and eventually returned to original policy with the F-14 Tomcat.

Grumman received a Navy contract on 16 December 1946 to produce a jet powered, straight wing, carried based fighter. The aircraft Grumman proposed first flew on 21 November 1947 and was eventually designated and named the F9F-2 Panther. It was first delivered to Navy squadron in May 1949 and remained in service until October 1958. The Navy accepted a total of 1,388 Panthers with designations of F9F-2, F9F-3, F9F-4 and F9F-5.

The Panther's success led Grumman to design a swept wing derivative and propose it to the Navy. The new design retained the fuselage of the Panther but included a swept wing and tail. The Navy awarded Grumman a contract for this new aircraft on 2 March 1951. It made its first flight on 20 September and was named the Cougar but retained the F9F designation. The Cougar was first delivered to the Navy in November 1952 and remained in squadron until February 1960. The Navy accepted a total of 1,985 Cougars with the designations F9F-6, F9F-7 and F9F-8.

Models Accepted from the Manufacturers (New Builds)

Panther

XF9F-2:

Experimental version of the F9F-2. Straight wing. Powered by Rolls Royce Nene engine.

F9F-2:

Powered by Pratt & Whitney J42-P-8 engine.

XF9F-3:

Experimental version of the F9F-3. Powered by Allison J33A-8 engine.

F9F-3:

Powered by Allison J33-A-8 engine. These aircraft were converted to the F9F-2 configuration and powered by the J42 engine.

XF9F-4:

Experimental version of the F9F-4. Powered by the Allison J33-A-16 engine.

F9F-4:

Powered by the Allison J33-A-16 engine.

XF9F-5:

Experimental version of the F9F-5. Powered by the Pratt & Whitney J48-P-6 engine.

F9F-5:

Specifications for the F9F-5 are as follows:

Crew	one
Length	38 ft
Height	12 ft 3 in
Span:	
open	38 ft
folded	23 ft 5 in
Wing area	250 sq ft



An XF9F-2 Panther, November 1947.

Weights:

empty 10,147 lbs
 combat 15,359 lbs

Engine Pratt and Whitney J48-P-6

Performance:

Combat radius 420 nautical miles
 Cruising speed 418 nautical mph

Ordnance:

bomb 3,465 lbs total capacity
 guns four 20 mm guns in fuselage

F9F-5P:

F9F-5 equipped for photo reconnaissance.

*Cougar***XF9F-6:**

Experimental version. Swept wing and swept tail.
 Powered by Pratt & Whitney J48-P-6.

F9F-6 (Redesignated F-9F):

Powered by Pratt & Whitney J48-P-6.

F9F-6P:

F9F-6 equipped for photo reconnaissance.

F9F-7 (Redesignated F-9H):

Similar to F9F-6 but powered by Allison J33-A-16A engine.

F9F-8 (Redesignated F-9J):

The last single-seat version of the Cougar. It had additional fuel storage and an extended fuselage. Specifications for the F9F-8 (F-9J) are as follows:

Crew	one
Length	41 ft 6 in
Height	12 ft 3 in
Span:	
open	34 ft 6 in
folded	15 ft 8 in
Wing area	337 sq ft
Weights:	
empty	11,628 lbs
combat	17,125 lbs
Engine	Pratt & Whitney J48-P-8
Performance:	



An F9F-6 Cougar in flight, circa 1952.

Combat range 1,120 nautical miles
 Cruising speed about 480 nmph
 Ordnance:
 bombs 4,000 lbs total capacity
 guns four 20 mm guns in fuselage

F9F-8P (Redesignated RF-9J):

F9F-8 equipped for photo reconnaissance.

YF9F-8T (Redesignated YTF-9J):

Prototype of a trainer configuration of the F9F-8.

F9F-8T (Redesignated TF-9J):

Two-seat trainer version of the F9F-8.

Other Designations

F9F-2KD:

F9F-2 modified and equipped as combination target drone and control aircraft for Regulus missile training program.

F9F-2P:

F9F-2 equipped for photo reconnaissance.

F9F-5KD (Redesignated DF-9E):

F9F-5 modified for use as a target drone or a control plane.

F9F-6D (Redesignated DF-9F):

F9F-6 modified and equipped to control either the F9F target drone or the KDA-1 target.

F9F-6K (Redesignated QF-9F):

F9F-6 modified as a target drone.

F9F-6K2 (Redesignated QF-9G):

F9F-6 modified as a Research Development and Evaluation target aircraft.

YF9F-8B (Redesignated YAF-9J):

Prototype of F9F-8B.

F9F-8B (Redesignated AF-9J):

F9F-8 equipped to perform attack missions. It had increased wing area, flap area, fuel capacity and a cambered leading edge. Specifications for the F9F-8B are as follows:

Crew one
 Length 41 ft 9 in
 Height 12 ft 3 in
 Span:
 open 34 ft 6 in
 folded 15 ft 8 in
 Wing area 337 sq ft
 Weights:
 empty 11,866 lbs
 combat 17,345 lbs
 Engine Pratt & Whitney J48-P-8A

Performance:

Combat radius 295 nautical miles
 Cruising speed 418 nautical mph

Maximum Weight

catapult launch 24,763 lbs

Ordnance:

bomb two wing stations for fuel tanks, bombs, or air-to-air and air-to-surface missiles

guns four 20 mm guns in fuselage

F9F-9:

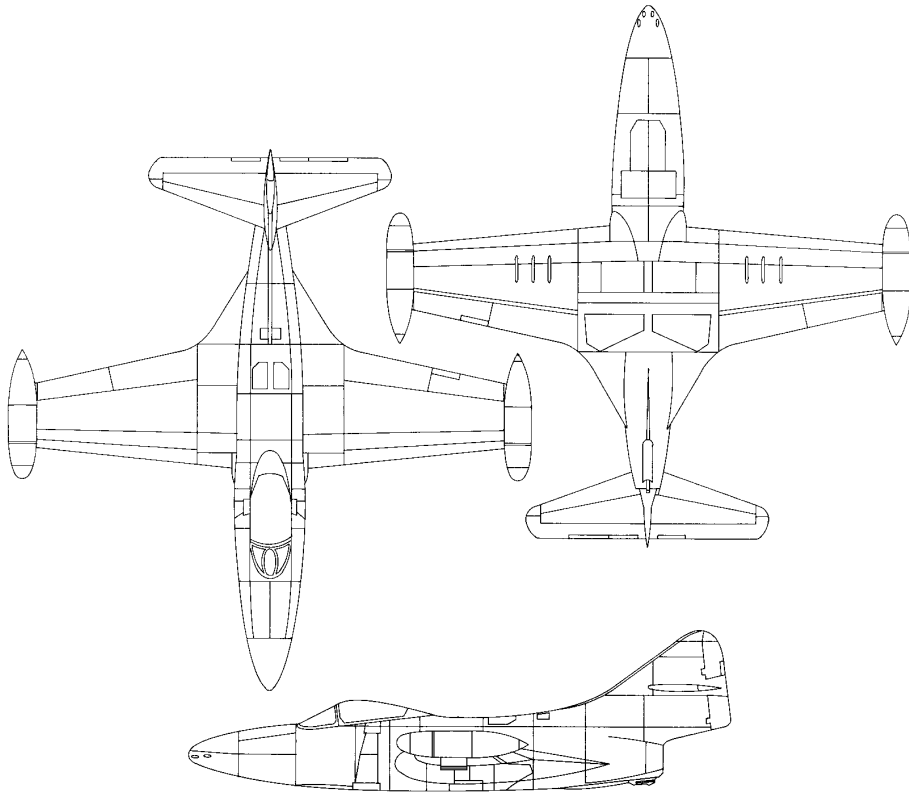
Planned designation for an F9F-8 powered by a Wright J65-W-6 engine. This aircraft was never delivered to the Navy.

Bureau Numbers

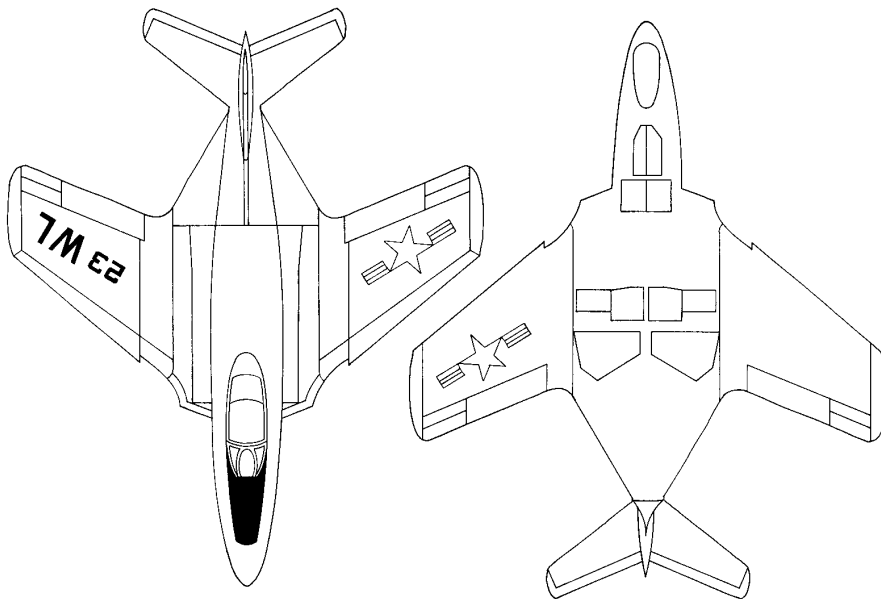
XF9F-2 122475
 XF9F-3 122476
 XF9F-2 122477
 F9F-2 122614-122708
 F9F-3 123016-123083
 XF9F-4 123084
 XF9F-5 123085
 F9F-3 123068-123087 (123087 canceled)
 F9F-2 123397-123740 (123714-123740 canceled)
 F9F-5 125080-125152
 F9F-4 125153-125225
 F9F-5 125226-125313
 F9F-5P 125314-125321
 F9F-5 125414-125443
 F9F-5 125489-125499
 F9F-5 125533-125648
 F9F-5 125893-126256
 F9F-6 126257-126264
 F9F-5P 126265-126290
 F9F-5 126627-126669
 XF9F-6 126670-126672
 F9F-2 127086-127215
 F9F-6 127216-127470
 F9F-5P 127471-127472
 F9F-6P 127473-127492
 F9F-6 128055-128294
 F9F-6P 128295-128310
 F9F-7 130752-130919
 F9F-6 130920-131062
 F9F-8 131063-131251
 F9F-6P 131252-131255
 F9F-8 134234-134244
 F9F-6 134245-134433
 F9F-6P 134446-134465
 F9F-8 138823-138898

F9F-8 141030-141229
F9F-8 141648-141666
YF9F-8T 141667
F9F-8P 141668-141727
F9F-8T 142437-142532

F9F-8T 142945-143013
F9F-8 144271-144376
F9F-8P 144377-144426
F9F-8T 146342-146425
F9F-8T 147270-147429



Line drawings for an F9F Panther.



Line drawings for an F9F Cougar.

