Undesignated Aircraft
G-M

Last update: 1 February 2015
Gallaudet D

Specifications:
span: 48', 14.63 m
length: 34'6", 10.52 m
engines: 2 Hall Scott A-X59
max. speed: 82 mph, 132 km/h

The Gallaudet D had the engines buried in the fuselage and driving a single propeller encircling the aft fuselage. The US Navy ordered a single model D.1 with serial AH-61, later A-59. The US Army purchased four D.2s on 27 January 1917 with serials 429/432. In addition the US Navy purchased two D.4s with serials A-2653/2654 which, fitted with a Liberty engine, were used as racers, as well as three D.9s with serials A-5758/5760 which were subsequently cancelled. Also cancelled were two D.11s which were ordered by the Navy with serials A-5756/5757.
Two seaplanes ordered by the US Navy with serials A-300/301, had been cancelled.
Garrett Stamp

Specifications:

span:
length:
engines: 1 Garrett TSE231
max. speed:

The Garrett Small Tactical Aerial Mobility Platform (STAMP) was developed under contract for the USMC as a minimum size vehicle. Using a Hughes OH-6A helicopter with the rotor system, engine and tailboom removed, the vehicle tested the vectored-thrust Vtol feasibility. The first tethered flight was made on 21 December 1973.
General Pilgrim

Refer to American Pilgrim 100B
Goodrich B

Specifications:
diameter: 33', 10.06 m
length: 167", 50.90 m
engines: 1 Curtiss OXX2
max. speed: 50 mph, 80 km/h

B class airship of which Goodrich built five for the US Navy as B-10 to B-14. The serials were A-244/248.

Refer also to Connecticut B and Goodyear B
Goodrich C

Specifications:
- diameter: 42', 12.80 m
- length: 192', 58.52 m
- engines: 1 Hall Scott L6
- max. speed: 60 mph, 97 km/h

The C class airship was designed by the US Navy’s Bureau of Construction and Repair in early 1918 as a convoy escort and anti-submarine warfare platform against German submarines. Thirty were ordered with Goodrich and Goodyear whilst the cars were built by Curtiss. The first flight was on 30 September 1918. The airship came too late for war service and eventually only 10 were built.

Goodrich built C-2, C-6, C-9 and C-10 with serials A-4119, A-4123, A-4126 and A-4127. C-2 was transferred to the US Army in 1921.

Refer also to Goodyear C
Goodrich D

Specifications:
diameter: 42', 12.80 m
length: 198', 60.35 m
engines: 2 Union
max. speed: 56 mph, 90 km/h

(Source: US Navy?)

D class airship for the US Navy of which Goodrich built D-2 and D-5 with serials A-4451 and A-4454. Airships with serials A-4455/4459 were cancelled. Both were later transferred to the US Army.

Refer also to Goodyear D
Goodrich Kite Balloons

Specifications:
diameter:
length:

Goodrich built kite balloons for the US Navy with serials A-701, A-727/751 (type R), A-998, A-2930/3010 (type R), A-3011/3020 (type M), A-3383 (type R) and A-5022/5023 (type R) whilst A-3021/3024 were cancelled.

For a description of the Type M and Type R kite balloons refer to Goodyear Kite Balloons.
Goodyear B

Specifications:
diameter: 31'5", 9.58 m
length: 160', 48.77 m
engines: 1 Curtiss OXX2
max. speed: 50 mph, 80 km/h

B class airship for the US Navy of which Goodyear built B-1 to B-9, B-17, B-18, B-19 and B-20 of which B-17, B-18 and B-19 were rebuilt. B-17 (A-5464) took the envelope of B-1. The serials were A-235/243, A-5257, A-5464, A-5465, A-5466 and A-5467. An airship with serial A-5468 was cancelled. A-5466 did not receive a B number and may have been a car only.

Refer also to Connecticut B and Goodrich B
Goodyear C

Specifications:
diameter: 42', 12.80 m
length: 192', 58.52 m
engines: 1 Hall Scott L6
max. speed: 60 mph, 97 km/h

The C class airship was designed by the US Navy's Bureau of Construction and Repair in early 1918 as a convoy escort and anti-submarine warfare platform against German submarines. Thirty were ordered with Goodrich and Goodyear whilst the cars were built by Curtiss. The first flight was on 30 September 1918. The airship came too late for war service and eventually only 10 were built.

Goodyear built C-1, C-3, C-4, C-5, C-7 and C-8 with serials A-4118, A-4120/4122 and A-4124/4125. C-4 was transferred to the US Army in 1921.

Refer also to Goodrich C
Goodyear D

Specifications:
diameter: 42', 12.08 m
length: 198', 60.35 m
engines: 2 Union
max. speed: 56 mph, 90 km/h

(Source: US Army)

D class airship for the US Navy of which Goodyear built D-1, D-3 and D-4 as well as D-6, which was somewhat smaller, with serials A-4450, A-4452/4453 and A-5972. Airships with serials A-4460/4469 were cancelled. All were later transferred to the US Army.

Refer also to Goodrich D
Goodyear E

Specifications:
diameter: 33'6", 10.21 m
length: 162', 49.38 m
engines: 1 Thomas
max. speed: 56 mph, 90 km/h

(E class airship of which one was built for the US Navy with serial A-4109. It was also serialled as E-1.)
Goodyear F

Specifications:

- diameter: 33'6", 10.21 m
- length: 162', 49.38 m
- engines: 1 Union
- max. speed: 52 mph, 84 km/h

(Source: US Navy)

F class airship of which one was built for the US Navy with serial A-4348. It was also serialled as F-1.
Goodyear Free Balloons

Specifications:
diameter:

Goodyear G

Specifications:
diameter: 45', 13.72 m
length: 184', 56.08 m
engines: 2 Wright J-6-5
max. speed: 62 mph, 100 km/h

(Source: US Navy)

G class airship, of which one was built for the US Navy in 1935 with serial 9999. It was also serialled as G-1. Goodyear also built airships G-2 to G-8 in 1942 but these were not assigned aircraft serials.
Goodyear H

Specifications:
diameter: 28', 8.53 m
length: 95', 28.96 m
engines: 1 Lawrence
max. speed:

(Source: US Navy)

H class airship of which one was built for the US Navy in 1921 with serial A-5973. It was also known as H-1.
Goodyear J

Specifications:
- diameter: 45', 13.72 m
- length: 196', 59.74 m
- engines: 1 Wright J5
- max. speed: 60 mph, 97 km/h

J class airship of which three were built for the US Navy with serials A-6111/6112 and A-7382. They were also serialled as J-1/3. Of these J-2 was a car only which was later equipped with the envelope of J-4. J-3 was ex Army airship TC2 and was acquired in 1926.
Goodyear K

Specifications:
diameter: 62'5", 19.02 m
length: 251'7", 76.68 m
engines: 2 Wright J-6-9
max. speed: 75 mph, 121 km/h

K class airship for the US Navy of which 74 were built with serials 9992, 1211, 7025/7028, 01729/01730, 04359/04379 and 30152/30196 whilst 33467/33514 were cancelled. They were also referred to as ZNP-K, which was not an aircraft designation. Their specifications vary and some were fitted with Pratt & Whitney R-1340 or Wright R-975 engines. Later those remaining in service were redesignated as ZPK, ZP2K and ZP3K. In 1954 the ZP2K and ZP3K were further redesignated in the aircraft designation systems as ZSG-2 and ZSG-3.

Refer also to ZSG and ZS2G
Goodyear Kite Balloons

Specifications:
diameter:
length:


The type M kite balloon was originally designed by Caquot and had a length of 82’, 24.99 m and a diameter of 26’8”, 8.13 m. With a volume of 32,840 cubic feet, it was built by Goodyear and Goodrich. The US Navy also obtained a number of Caquot M from the British Navy (refer Caquot M).

The type P kite balloon was originally designed by Caquot and had a volume 29,300 cubic feet. The US Navy also obtained a number of Caquot P from the French Navy (refer Caquot P).

The type R kite balloon was originally designed by Caquot and had a length of 92’, 28.04 m and a diameter of 32’, 9.75 m. With a volume of 35,300 cubic feet it was built by Goodyear and Goodrich. About 1000 type R kite balloons were built for the US Army but these did not receive aircraft serials.
Goodyear L

Specifications:
- diameter: 39', 11.88 m
- length: 149', 45.42
- engines: 1 Warner R-500-2/6
- max. speed: 60 mph, 97 km/h

L class airship of which 22 were built for the US Navy as L-1 to L-22. L-1 to L-5 received aircraft serials 1210, 7029, 7030, 09801 and 09802. Later those remaining in service were redesignated as Goodyear ZTL.
Goodyear M

Specifications:
diameter: 310', 94.49 m
length: 310', 94.49 m
engines: 2 Pratt & Whitney R-1340-AN-2
max. speed: 75 mph, 121 km/h

(Source: US Navy)

M class airship of which 4 were built for the US Navy with serials 48239/48242. They were also identified as M-1/4. The first flight was in October 1943 and they were later redesignated as ZPN and again in 1954 as ZPG-1 as an aircraft. 48239/48242. It has, however, also been suggested that these serials were assigned to four Lakehurst Type ZF balloons.

Refer also to ZPG
Goodyear TC-10

Specifications:
diameter:
length:

The TC series of airships was built for the US Army from 1933 onwards of which five were identified as TC-10. In 1938 three of these were transferred to the US Navy with serials A-7390/7392. Only one of these was inflated.
Goodyear ZPK

Refer to Goodyear K
Goodyear ZPN

Refer to Goodyear M
Gyrodyne 55

Specifications:
diameter: 
engines: 1 Porsche 
max. speed: 

(Source: Gyrodyne)

The Gyrodyne 55 was a ground effect machine developed for the Bureau of Aeronautics in 1959.
Halberstadt C-V

Specifications:
span: 28'6", 8.70 m
length: 23'11", 7.30 m
engines: 1 Argus As II
max. speed: 100 mph, 160 km/h

In US markings; may not be 94042 (Source: via San Diego Air and Space Museum)

One C-V was tested by the US Army with serial 94042.
Handley Page O/400

Specifications:
span: 100', 30.48 m
length: 62'10", 19.15 m
engines: 2 Liberty 12N
max. speed: 94 mph, 151 km/h

(Source: USAAS?)

The O/400 was a heavy bomber of which more than 400 were built for the RAF. On 1 April 1918 the US Army ordered 500 with serials 62445/62944, to be completed by Standard. Only seven were completed with serials 62445/62451. Another 100 sets of parts were sent overseas for assembly there but such work never took place and the remainder of the order was cancelled.
Hannover CL-V

Specifications:
span: 34'5", 10.49 m  
length: 23'0", 7.00 m  
engines: 1 BMW I11a  
max. speed: 108 mph, 175 km/h

One CL-V was tested by the US Army with serial 94086. Another aircraft, identified as type X.C.O. was tested with serial 94087. It was formerly German 13339.
Hanriot HD-2C

Specifications:
- span: 27'11", 8.51 m
- length: 22'11", 6.99 m
- engines: 1 Clerget 9B
- max. speed: 113 mph, 182 km/h

(Source: US Navy)

Ten HD-2C aircraft were acquired by the US Navy from the French navy with serials A-5620/5629. In 1920 A-5624, and possibly others, was used in tests to launch an aircraft from a platform built over a gun turret. Eventually all aircraft were converted as landplanes.
The **Hansa Brandenburg W13** was an Austrian built flying boat taken by the US Navy to the USA as a war booty. Its serial was A-5806.

The Hansa Brandenburg was designed by Ernest Heinkel and only one was built by Hansa Brandenburg before production was undertaken by the Oesterreichische Flugzeugfabrik (Oeffag) and the Ungarische Flugzeugwerke (Ufag) as the Oeffag K and Ufag K.

Some reference sources suggest that A5806 was a Lohner K, which apparently also built this aircraft under licence.

The US Navy also obtained several unspecified Austrian flying boats with serials A-6049/6054. These also carried identifications as S-26, R-9, S-32, L-126, A-125 and A-87 which may have been Austrian identifications.
Heinkel He-22

Specifications:
span: 39'5", 12.01 m
length: 27'3", 8.31 m
engines: 1 BMW IV
max. speed: 126 mph, 203 km/h

(Source: USAAC?)

One He-22 was procured for the military attache in Berlin with serial 30-420.
Heinrich Advanced Trainer

Specifications:
span: 26'0", 7.92 m
length:
engines: 1 Gnome 9
max. speed: 115 mph, 185 km/h

The Heinrich **Advanced Trainer** was originally ordered by the US Army on 22 January 1918 as a pursuit aircraft with serials 40008/40009.
Heinrich C1

Specifications:
span: 26'10", 8.18 m
length:
engines: 1 Le Rhone
max. speed: 115 mph, 185 km/h

Two C1 aircraft were ordered by the US Army on 11 April 1917 with serials 539/540. They were also known as Victor Scout trainer.
The Heinrich Pursuit was a pursuit aircraft of which four were ordered by the US Army on 22 January 1918 with serials 40008/40011. The first two were completed as advanced trainers. Production with a Liberty 8 engine was cancelled.

Refer also to Heinrich Advanced Trainer
Heinrich Trainer

Specifications:
span:
length:
engines: 1 Curtiss OX-2
max. speed:

Two trainers were ordered by the US Army in November 1916 with serials 320/321 but were cancelled in March 1917.
The **Hittle** was a pursuit aircraft for the US Army, development of which was cancelled after WW I.
IAI Commodore Westwind

Specifications:
span: 44’10”, 13.66 m
length: 52’3”, 15.92 m
engines: 2 General Electric CJ610-9
max. speed: 541 mph, 870 km/h

(Source: USCG)

In 1972 the USCG evaluated a single Westwind which carried serial CG160.
Inland Model T

Specifications:
span: 31'6", 9.60 m
length: 23', 7.01
engines: 1 Continental or Warner Scarab
max. speed:

(Source: Great Lakes)

One Inland T was built in 1930 with registration N503Y and may have been tested as XPT-930. It was of all-metal construction and crashed on a test flight. The company was taken over by Great Lakes.
IMAN Ro-1

Specifications:
span: 50'2", 15.29 m
length: 31'2", 9.50 m
engines: 1 Bristol Jupiter
max. speed: 141 mph, 227 km/h

A licence version of the Fokker C-VE, one Ro-1 was purchased in Italy in 1928 for use by the naval attache in Italy with serial A-7565. A similar aircraft was used by the military attache but, although painted in USAAC markings it retained its Italian Air Force serial 10217. It has, however, also been suggested that it had Italian Air Force serial MM10051. This particular aircraft was written off on 5 January 1934 at Palassele, Italy.
Junker?

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

One Junker of unknown type was tested by the US Army with serial 94045.
Junker Larsen JL-6

Specifications:
span:  48'6", 14.78 m
length: 31'6", 9.60 m
engines: 1 BMW IIIa
max. speed: 101 mph, 163 km/h

Based on the German Junker F-13, the US Navy procured four JL-6 aircraft with serials A-5867/5869 and A-6696 for evaluation. In addition the US Army procured two in 1920 with serials 64122/64123. Of these 64122 was also flown with Project serial P-145.
Kaman K-16B

Refer to JRF
Kaman K-225

Refer to HTK
In 2011 the USMC tested two unmanned K-MAX helicopters as part of the Unmanned Aircraft Systems (UAS) programme to have an unmanned lift capability in the war zone. The tests were conducted in Afghanistan and used aircraft N131KA c/n A94-0002 and N359KA c/n A94-0030. One or both aircraft were, at least for some time, painted in USMC markings with a serial 02 visible.

The K-MAX first flew on 23 December 1991 and 38 were built until production was stopped in 2003. This military application was developed by Lockheed Martin and Kaman.
Kaman KRC-6M Rotochute

Specifications:
- rdm:
- length:
- engines: ---
- max. speed:

In 1954/55 Kaman developed the Rotochute for the USMC through a contract with the Office of Naval Research. The purpose of the Rotochute was to allow pinpoint supply drops from fast flying aircraft. The Rotochute consisted of two rotors attached to a hub which was attached to a standard supply container. During transport on an external bomb rack the rotor blades were folded back by 90° and telescoped into half their length. After release the rotor blades would start spinning automatically and move to full a rotation position due to centrifugal force. In 1955 Kaman undertook of 700 test drops with a variety of aircraft including Grumman Tigercats.

(Source: Naval Aviation News March 1955)
The Kaman **Saver** (Stowable Aircrew Vehicle Escape Rotorseat) was an ultra-light helicopter developed as a means for ditched aircrew to return to safety. The prototype N6256 was tested by the USAF in December 1971 but the project was not proceeded with.
Kamov Ka-32

Specifications:
rdm: 52'2", 15.90 m
length: 37'12", 11.27 m
engines: 2 Klimov TV3-117V
max. speed: 155 mph, 250 km/h

It is believed the US Army or USAF operated a Kamov Ka-32 with serial 94-218.
Kellett KH-15

Specifications:

rdm: 18', 5.48 m
length: 
engines: 2 Reaction Motors XLR32 wing tip ramjets
max. speed: 

The KH-15 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.
A single example was procured for tests by the Office of Naval Research with serial 140957. It had rocket motors on the rotor tips and made its first flight on 13 May 1954.
Kellett KH-17A

Specifications:

rdm: 40', 12.19 m
length: 28'10", 8.79 m
engines: 1 Jacobs L4 + 2 Lycoming
max. speed:

The KH-17A was a modified KD1B and one was procured by the US Navy in 1955 without a designation or a serial. The Lycoming engines were fitted in the wings whilst the Jacobs engine was fitted in the nose. The aircraft was also flown with only one engine.
Lakehurst ZF

Specifications:

Diameter: 20

20 ZF free balloons were procured by the US Navy with serials 03545/03548, 04421/04424 and 09753/09764. Two other balloons were procured with serials 48452/48453. It has also been suggested that serials 48239/48242, usually identified as Goodyear M airships, were Lakehurst Type ZF balloons.
Lanzius L-II

Specifications:
span: 38', 11.58 m
length: 25', 7.62 m
engines: 1 Packard 1A-1237
max. speed:

(Source: Rodger Bowman, via 1000aircraftphotos.com photo #3080)

Designed as a scout/fighter aircraft four examples were ordered by the US Army on 15 April 1918 with serials 40034/40037. A single example of the L-II, with serial 40034, was tested at McCook Field by the US Army and was fitted with a variable camber and incidence wing. The others were cancelled when the aircraft crashed.
The Lawson was a proposed pursuit aircraft for the US Army of which the development was cancelled after WW I.
Le Pere LUSAC-11

Specifications:
span: 41'7", 12.67 m
length: 25'3", 7.70 m
engines: 1 Liberty 12
max. speed: 136 mph, 219 km/h

(Source: David Horn, via 1000aircraftphotos.com photo #9842)

The LUSAC-11 was first ordered by the US Army on 6 May 1918 with serials 40015/40017. Others were ordered with serials 40115/40117 and 42128/42152. They were built by Packard. Several were also flown with Project serial numbers: 40015 as P-53, 40042 as P-95, 40115 as P-70, 42129 as P-44 and 42138 as P-54. One of these (42129) was transferred to the US Navy where it received serial A-6977. A further 3500 with serials in the 49545/62444 block, were cancelled. LUSAC stood for Le Pere US Army Combat.
Le Pere LUSAC-21

Specifications:
span: 41'7", 12.67 m
length: 27'1", 8.26 m
engines: 1 Bugatti 16
max. speed: 120 mph, 193 km/h

Three LUSAC-21 aircraft were ordered by the US Army on 6 May 1918 with serials 40023/40025. They were built by Packard.
Le Pere LUSAC-31

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

Two LUSAC-31 aircraft were ordered by the US Army on 6 May 1918 with serials 40018/40019. They were to be built by Packard but were cancelled.
Le Pere LUSAGH-11

Specifications:

- span: 41'7", 12.67 m
- length: 24'4", 7.42 m
- engines: 1 Liberty 12
- max. speed: 107 mph, 172 km/h

(Source: Skyways, via Aerofiles.com)

Designed for a ground attack or harassment role, three LUSAGH-11 aircraft were ordered by the US Army on 6 May 1918 with serials 40020/40022. They were built by Packard and the last one was completed as LUSAGH-21. It may have been cancelled. Aircraft 40021 was also flown with Project serial P-89.

LUSAGH stood for Le Pere US Army Ground Harrasment.
Le Pere LUSAGH-21

Specifications:
span: 41' 7", 12.67 m
length: 26', 7.92 m
engines: 1 Bugatti
max. speed:

One LUSAGH-11 aircraft with serial 40022 was completed for the US Army as **LUSAGH-21**. It was built by Packard and was completed in January 1919. It may have been cancelled.
Le Pere LUSAO-11

Specifications:
span: 54'6", 16.61 m
length: 38'2", 11.63 m
engines: 2 Liberty 12
max. speed: 106 mph, 171 km/h

(Source: David Horn, via 1000aircraftphotos.com photo #9092)

The LUSAO-11 was a high altitude long range surveillance aircraft of which two were built by Packard for the US Army against an order which was placed on 6 May 1918. The serials were 40012/40013 whilst 40014 was cancelled. Aircraft 40012 was also flown with Project serial P-65. LUSAO stood for Le Pere US Army Observation.
LET 410 Turbolet

Specifications:
span: 63'11", 19.48 m
length: 47'4", 14.42 m
engines: 2 Walter M601E
max. speed: 241 mph, 388 km/h

At least one LET 410 was operated by US military services with serial 00-292.
Levy Lepen HB2

Specifications:
span: 60'8", 18.49 m
length: 40'8", 12.40 m
engines: 1 Renault
max. speed: 93 mph, 150 km/h

(Source: US Navy?)

The HB2 was a French designed flying boat bomber of which three were tested by the US Navy with serials A-5650/5651 and A5657.
Lockheed Aurora

Specifications:
span: 
length: 
engines: 2
max. speed:

Since September 1990 sightings have taken place of a large clipped delta aircraft flying over California's Mojave desert. It has been suggested its purpose was to launch satellites.
Lockheed 10

Refer to R30
Lockheed 'Have Blue'

Specifications:
- span: 22'6", 6.86 m
- length: 47'3", 14.60 m
- engines: 2 General Electric J85-GE-4A
- max. speed: (Source: USAF)

At one stage the **XST** designation was connected to five proof-of-concept sub-scale aircraft for the F-117 development, which are believed to have flown in 1976. The span was stated as app. 18', 5.50 m, length 35', 10.70 m whilst the aircraft had 2 General Electric J85 engines. However, in April 1991 it was revealed that two '**Have Blue**' precursors of the F-117 had been built and flown as part of the XST programme. Ordered in November 1975, the first flight took place on 1 December 1977. The aircraft were flown near Groom Lake Air Base, Nevada, where both aircraft crashed by July 1979.

*Refer to F-117*
Lockheed Lodestar

Refer to R50
Lockheed P-322

Refer to F-38
Lockheed Martin HTV-1

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

(Source: DARPA)

The Hypersonic Technology Vehicle (HTV-1) was an uncrewed Mach 15 vehicle of which two were to be built by Lockheed Martin for DARPA. The first flight was planned for September 2007 but it was decided to cancel the project after a subcontractor experienced delamination problems with the curved leading edges of the carbon-based aeroshell.
The HTV-2 DARPA project was a further development of the HTV-1 but incorporated thinner leading edges than the HTV-1 which would have been easier to build.

The two HTV vehicles were launched from Vandenberg on a Minotaur rocket and would then fly to Kwajalein at Mach 20. The first, HTV-2a, flew on 22 April 2010 but was lost after 9 minutes.

The HTV-2b flight took place on 11 August 2011 but contact with the vehicle was lost after 3 minutes in free flight.

The HTVs used inertial navigational measurement units and global positioning system (GPS) for guidance, while testing satellite communications and GPS reception through the plasma that surrounded the vehicles during their flight.

The HTV-2 also had a plasma probe onboard to examine the hot gases.
The **HTV-3 Blackswift** was a DARPA project for a Mach 6 uncrewed aircraft with the size of a fighter to study the tactics for a hypersonic aircraft using a runway take-off. It would have been powered by a booster rocket but the project was amended as HTV-3x. The first flight of the HTV-3 was scheduled for 2009.

The **HTV-3X** was to be powered by a combined-cycle propulsion system featuring a turbojet and supersonic combustion ramjet. The first flight was anticipated for 2012. On completion of flight testing the programme would have been turned over to the USAF. Two aircraft were to be built by Lockheed Martin and Boeing at the ‘Skunk Works’ whilst the engines would have been built by Pratt & Whitney. Lack of funding led to the cancellation of the project on 14 October 2008.
Lockheed Martin RQ-170A Sentinel

Specifications:
- span: 65'7", 20.00 m
- length: 14'9", 4.50 m
- engines: 1 Garrett TFE731 or 1 General Electric TF34
- max. speed:

The out of sequence designated RQ-170A was developed as a low observable unmanned aircraft system for reconnaissance and surveillance purpose in direct support of commanders in the combat area. It seems that about 20 aircraft were built which have been operated in Afghanistan and Pakistan as well as South Korea. It has also been suggested that it was operated by the US Air Force on behalf of the Central Intelligence Agency (CIA).
Loehner K

Refer to Hansa Brandenburg W10 and Eissler Wien XXII.
Loening L

Specifications:
span: 34'10", 10.62 m
length: 28'8", 8.74 m
engines: 1 Hispano Suiza
max. speed:

The US Navy procured three models LB with serials A-5609/5611 and one model LS with serial A-5606. Another two models LS with serials A-5607/5608 were cancelled whilst it has also been suggested that A-5609/5611 were cancelled. Some reference sources suggest that A-5608/5611 were Austrian LB flying boats of which only the first one was obtained.
Loening Liberty Fighter

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

The US Army ordered three Loening Liberty Fighters on 9 May 1918 with serials 40038/40040. The last two were subsequently cancelled.
Loening M.2

Specifications:
span: 20', 6.10 m
length: 14'1", 4.29 m
engines: 1 Lawrence L2
max. speed: [Image]

Also referred to as the Kitten, three M.2s were ordered by the US Navy in September 1917 with serials A-442/444. They were equipped with floats but could also be used without floats. Based on the US Navy Aircraft record A-444 may have been cancelled.
Loening M.3

Specifications:
span: 25'2", 7.67 m
length: 17'4", 5.38 m
engines: 1 Lawrence B
max. speed:

Also known as the Cat, the M.3 seaplane, which flew in April 1918, was delivered to the US Navy on 27 November 1918 with serial A-5469.

(Source: National Archives, via Aerofiles.com)
Loening M.8

Specifications:
span: 35', 10.67 m
length: 25', 7.62 m
engines: 1 Wright Hispano H3
max. speed: 151 mph, 243 km/h

5000 M.8s were ordered but eventually only two were built for the US Army with serials 40121/40122 and one for the US Navy with serial A-5631 whilst US Army aircraft 40123/40124 were cancelled. Aircraft 40121 was also flown with Project serial P-59. The M.8-0 development had a span of 32'9", 9.98 m, a length of 24', 7.32 m and a Hispano Suiza engine. Ten aircraft were procured by the US Navy with serials A-5637/5646. The M.8-1 version was built by NAF. The 36 aircraft had serials A-5701/5710 and A-5761/5786. The seaplane version of the M.8-1 was designated as M.8-1S and, apart from one converted M.8-1 (A-5777) six were built outright with serials A-5788/5793.
Three examples of a steel fighter were ordered by the US Army on 5 December 1917 with serials 33459/33461 but they were cancelled on 29 April 1918.
Longren L3

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

(Source: US Navy?)

Three models L3 were purchased by the US Navy with serials A-6745/6747 to test the feasibility of molded fiber construction. Aircraft A6745 was also flown with Project serial P-367.
Two captured German LVG aircraft of unknown type were tested by the US Army with serials 94047 and 94088.
LWF F

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

The US Army ordered a F.7 on 15 July 1917 to test the Liberty 8 engine. The aircraft had serial 2267 but was cancelled. Subsequently a type F was ordered on 14 September 1917 for the same purpose. It had serial 2505 and had first flown on 16 June 1917.
LWF G

Specifications:
span:  41'8", 12.70 m
length:  29'1", 8.86 m
engines: 1 Liberty 12
max. speed:  134 mph, 216 km/h

The US Army ordered a single type G on 14 September 1917 with serial 2506. The first flight was on 16 January 1918 and it was also flown with Project serial P-8.

(Source: D.W. Abel, via Aerofiles.com)
LWF H Owl

Specifications:
span: 105', 32.00 m
length: 53'10", 16.41 m
engines: 3 Liberty 12
max. speed: 110 mph, 177 km/h

(Source: D.W. Abel, via Aerofiles.com)

The Owl was a mailplane of which one was purchased by the US Army on 16 April 1920 to test as a bomber. The serial was 64012.
LWF V

Specifications:
- span: 42', 12.80 m
- length: 28', 8.53 m
- engines: 1 Thomas 8
- max. speed: 90 mph, 145 km/h

The LWF V was a two seat observation and training aircraft of which 23 were procured by the US Army with serials 112/113 and 447/467. There was also an order with serials 2507/2524 whilst a batch with serials 2269/2304 consisted of 12 models V and 24 models V2. The US Army also procured a LWF aircraft from the Aero Club of Michigan with serial 2268. This was probably a type V.

The **V1** version was equipped with a Sturtevant 5A engine and was ordered from 16 October 1917 with serials 12877/12894 and 39918/39953.

The **V2** version had a Hall Scott A5a engine and was ordered on 24 October 1917 with serial 12895.

The **V3** had a Sturtevant engine.
Macchi M8

Specifications:

- span: 45'5", 13.84 m
- length: 29'7", 9.02 m
- engines: 1 Isotta-Faschini V-4B
- max. speed: 103 mph, 166 km/h

(Source: Macchi?)

Two M8 light bombers were procured by the US Navy from the Italian Navy and received serials A-5574/5575.
Macchi M16

Specifications:
span: 19'8", 5.99 m
length: 13'10", 4.22 m
engines: 1 Anzani
max. speed: 83 mph, 134 km/h

Three examples of the M16 small scout plane that could be stowed on board of a submarine, were procured by the US Navy from the Italian Navy. They carried serials A-6005/6007 and were tested against other ultra-light aircraft.

(Source: US Navy?)
**Martin 130 Clipper**

Specifications:
- **span:** 130', 39.62 m
- **length:** 90'8", 27.64 m
- **engines:** 4 Pratt & Whitney R-1830-62
- **max. speed:** 163 mph, 262 km/h

(Source: David Horn, via 1000aircraftphotos.com photo #8830)

Two of the three Martin 130 Clippers, which had entered in service with Pan American in October 1936, were impressed in 1942 the US Navy with serials 48230 (NC14715) and 48231 (NC14716). One aircraft was lost on 21 January 1943 whilst the second was returned to Pan American in October 1943. The third aircraft (NC14714) had been lost near Manilla on 28 July 1938.
Martin MB.1

Specifications:
- span: 71'5", 21.77 m
- length: 46'10", 14.27 m
- engines: 2 Liberty 12A
- max. speed: 113 mph, 182 km/h

The twin engined MB.1 medium bomber biplane flew for the first time on 17 August 1918. The Army had originally planned to order fifty planes with talk of an eventual order of over 1500. However, after collapse of the Central Powers and the resulting Armistice, only an additional 10 were ordered from 17 January 1918. The serials were 39055/39060, 62948/62951 and 64308.

The aircraft are sometimes referred to as GMB and the eighth aircraft (62949) was completed as a long range version sometimes referred to as GMT. The ninth aircraft (62950) was fitted with a cannon and was known as GMC whilst the last aircraft (62951) was the GMP for passenger transport. Aircraft 62951 was later re-designated as T-1.

A US Navy version was designated as MBT and two were built with serials A-5711/5712.

The MB.2 development was designated NBS-1.

Several aircraft were also flown with Project serials: 39056 as P-88, 39057 as P-72, 39059 as P-104, 62949 as P-87, 62950 as P-106 and 62951 as P-110.

Refer also to TM, T-1 and NBS-1.
The Martin R was a land based reconnaissance aircraft of which two were procured by the US Army on 13 August 1916 with serials 108/109. Some references suggest that the US Army purchased four aircraft whilst the US Navy had another three.
Martin S

Specifications:
span: 46’5”, 14.15 m
length: 29’7”, 9.02 m
engines: 1 Hall Scott A5
max. speed: 82 mph, 132 km/h

The Martin S was a reconnaissance seaplane based on the model T. The US Army procured six on 21 September 1915 for observation duties with serials 56/59 and 94/95, although some references suggest it involved only five aircraft. The US Navy procured two with serials A-68/69, of which A-69 was originally serialled as AH-19 although some references also quote AH-22.
The US Army ordered three Martin T aircraft on 20 June 1914 with serials 31/33.
Martin TT

Specifications:
span: 38'8", 11.79 m
length: 24'5", 7.44 m
engines: 1 Curtiss OX-2
max. speed: 100 mph, 161 km/h

(Source: Van Swindelle, via 1000aircraftphotos.com photo #8135)

The model TT was a trainer of which the US Army purchased fifteen from 23 November 1914, with serials 37/38, 50/51, 54/55, 96/101, 330/331 and 34231.
Martin 845A

Specifications:

- span: 59'1", 18.01 m
- length: 24'5", 7.74 m
- engines: 1 Avco Lycoming TIO-360-A3B6
- max. speed: 150 mph, 240 km/h

(Source: USAF, via designationsystems.net)

Designed for the Compass Dwell competition of 1971/92, the Martin 845A was a remotely piloted vehicle using the Schweizer SGS-1-34 airframe. Two were built with serials 72-1453/1454 and the first flight was in April 1972. They were not given a designation.
J.V. Martin Cruising Bomber

Specifications:
- span: 96'3", 29.34 m
- length: 49', 14.93 m
- engines: 2 Sunbeam 12
- max. speed: 110 mph, 177 km/h

Also known as the Transmission Bomber, one aircraft with serial 40041 was ordered by the US Army on 9 May 1918 and delivered in January 1919. It was later fitted with Liberty engines. Parts of a second aircraft were also purchased.
J.V. Martin Cruising Tractor

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

The **Cruising Tractor** was ordered by the US Army on 11 April 1917 with serial 538 but was cancelled on 23 April 1918.
Martinsyde F.3

Specifications:
span: 
length: 
engines: 1 Rolls Royce Falcon
max. speed: 

The F.3 was a pursuit aircraft of which 1500 were ordered by the US Army on 8 October 1917. To have been built by Dayton-Wright, they would have received serials 11276/12775 but were cancelled in favour of the DH-9.
McCook USP

Specifications:
span:
length:
engines: 1 Hispano 180
max. speed:

The staff at the US Army’s McCook Field designed two pursuit aircraft known as USP-1 and USP-2, the latter with a Liberty 2 engine. Development was cancelled after WW I.
McDonnell 120

Specifications:
rdm: 31’. 9.45 m
length:
engines: 3 AirResearch GTC-85-135
max. speed: 138 mph, 222 km/h

The US Navy tested the McDonnell 120 helicopter as a lifting mechanism. It was registered as N6091V. The test programme ended in February 1960, when the helicopter appeared to have been transferred to the US Army where it was tested as V-1 Jeep. The designation V-1 is believed to have been a McDonnell type designation. There is no evidence that the vehicle carried a military serial number during the tests.
McDonnell Douglas MH90 Enforcer

Specifications:

- rdm: 33'10", 10.31 m
- length: 38'10", 11.84 m
- engines: 2 Pratt & Whitney 206E
- max. speed: 184 mph, 297 km/h

(Source: USCG)

In 1999 the USCG operated two MH90 helicopters in an anti-narcotics role. They carried registrations N9015P and N9208V. They were later replaced by two aircraft with USCG serials 9041/9042. Serials 9010, 9014 and 9015 have also been quoted.
Meadowcraft

Specifications:
diameter:

The Meadowcraft was a free balloon of which the US Navy procured five with serials A-8277/8281.
Messerschmitt Bf-108b

Refer C-44
Messerschmitt Me-262

Specifications:

- span: 40'11", 12.47 m
- length: 34'10", 10.62 m.
- engines: 2 BMW 003
- max. speed: 540 mph, 869 km/h

The US military services obtained 12 captured Me-262s which were serialled as foreign equipment (FE). Five were tested by the US Navy with serial 121441/121444 and 121448. Others were tested by the USAAF.
Metal Steel Plane

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

Designed by Stout, two examples of the **Steel Plane** were ordered by the US Army on 29 January 1918 with serials 39960/39961. They were cancelled on 9 March 1918.
Meyers OTW

Specifications:
span:  30’, 9.14 m
length:  22’8”, 6.91 m
engines:  1 Kinner R56
max. speed:  120 mph, 193 km/h

(Source: Doug Robertson, via airport-data.com/aircraft/photo/210511)

Designed by Al Meyers, 100 examples of the OTW (Out To Win) were procured for the Civilian Pilot Training Program. These aircraft did not receive a military designation or serials and were flown with civilian registrations NC26450/26491 and NC34300/34357. It is unlikely that they were ever flown in military markings as shown in the photo.
Mikoyan Mig-15

Specifications:
span: 33’1”, 10.08 m
length: 36’3”, 11.05 m
engines: 1 Klimov VK-1
max. speed: 668 mph, 1075 km/h

A defecting North Korean pilot flew a Mig-15 to South Korea on 21 September 1953. The aircraft was tested by the USAF and was given serial 616. Later similar aircraft were obtained from other sources.
Mikoyan Mig-17

Specifications:
span: 31'0", 9.45 m
length: 36'4", 11.07 m
engines: 1 Klimov VK-1A
max. speed: 627 mph, 1009 km/h

(Source: USAF?)

On 12 August 1968 two Syrian pilots landed their Mig-17F in Israel by mistake. The aircraft were subsequently tested by the USAF between 27 January and 30 Jun 1969. They carried serials 002 and 055. The USAF also acquired Mig-17s from Cambodia in 1970 and Egypt.
Mikoyan Mig-21

Specifications:
span:  25'0", 7.62 m
length:  47'0", 14.33 m
engines:  1 R37F
max. speed:  1320 mph, 2124 km/h

The USAF flew a number of Mig-21s obtained from different sources, including Iraq. Serials included 80965. In 1983 consideration was given to an Americanised version of the Mig-21 to be built by Vought as V-601 and to be used by the US Navy. If proceeded with, 24 aircraft would have been built.
Mikoyan Mig-29

Specifications:
span: 37’3”, 11.36 m
length: 56’10”, 17.32 m
engines: 2 RD33
max. speed: 1500 mph, 2400 km/h

(Source: USAF)

In 10 October 1997 the USAF purchased 14 Mig-29 FulcrumC, 6 Fulcrum A and 1 Fulcrum B from Moldavia, along with spares and 500 air-to-air missiles, to prevent their sale to Iran. The aircraft were eventually shipped to Wright Patterson AFB where some were tested. Later several aircraft were donated to aviation museums whilst the others were scrapped.
Mil Mi-8T

Specifications:
- rdm: 69'11", 21.29 m
- length: 60'1", 18.31 m
- engines: 2 Isotov TV2-117A
- max. speed: 161 mph, 260 km/h

(Source: US Army?)

At least one Mi Mil Mi-8T, of an undisclosed origin, was tested by the US Army and carried serial 00528. Another aircraft had serial 95-007 which was duplicated.
Mil Mi-17

Specifications:
rdm: 69'10", 21.29 m
length: 60'5", 18.42 m
engines: 2 Isotov TV3-117
max. speed: 162 mph, 260 km/h

A Mil Mi-17 captured from the Iraqi Air Force was flown with serial 91-1192. Others were serialled 95-911, 97-95007 and 13-7308.
Mil Mi-24

Specifications:
- rdm: 56'9", 17.30 m
- length: 57'6", 17.51 m
- engines: 2 Isotov TV2-117
- max. speed: 200 mph, 320 km/h

A former Luftwaffe Mil Mi-24P (96+51) was acquired on 12 April 1991 and tested by the US Army with serials 92-22720. This aircraft has also been referred to with serial 74-22270 and 92-2270. Another example, Mi-24D (96+30) was flown with serial 88-616.
During the Gulf War a Mil Mi-25 captured from Iraq received serial 93-2472 whilst a Mil Mi-24D was captured with serial 91-32741.
Another serial identified with a Mi-24 was 91-32472, which may have been the same aircraft as 93-2472.
There is also a photo of a Mi-24 in US Coast Guard markings but there is no indication whether this is genuine.
Morane Saulnier?

Specifications:
- rdm:
- length:
- engines:
- max. speed:

Two Morane Saulnier aircraft, of an undisclosed type, were ordered by the US Army with serials 64301/64302. They were also flown with Project serials P-170 and P-196 respectively.
Morane Saulnier MS35

Specifications:
span: 34’7”, 10.54 m
length: 22’2”, 6.76 m
engines: 1 Le Rhone
max. speed: 82 mph, 132 km/h

(Source: National Archives)

The US Navy procured six MS35 aircraft in 1921 with serials A-5976/5981.
Morane Saulnier MS43

Specifications:
- span: 35'8", 10.88 m
- length: 
- engines: 1 Hispano Suiza 8Ab
- max. speed: 101 mph, 163 km/h

One or two MS43 aircraft were procured in 1929 for the military attache in Paris. One of these had serial 29-324. In some records the aircraft is referred to as a Moraine BI-2.
Morane Saulnier MS234

Specifications:
span: 35’2", 10.72 m
length: 22’9", 6.93 m
engines: 1 Wright R-975
max. speed: 127 mph, 204 km/h

(Source: US Navy)

One MS234 was procured for the military attache in Paris with serial 32-419.
Motor Product SX-6

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

The SX-6 was a scout plane of which one was ordered by the US Army on 20 June 1918 with serial 40057. It was designed by Stout and delivered in December 1918.