On 11 June 1948 the OA designation was changed into A and the series was continued.

Last update: 1 February 2015
The Loening design was a two-seat biplane amphibian fitted with two guns. The first of four XCOA-1 aircraft, 23-1234, was originally ordered as COA-1 but was redesignated before its first flight on 9 June 1924 in which the aircraft crashed. A further three aircraft with serials 24-006/008 were built outright as XCOA-1. Of these 24-006 and 24-007 are duplicated serials whilst 24-008 was also flown with Wright Field serial P-384.

The COA-1, as was ordered, had a span of 45', 13.72 m, length of 34'7", 10.54 m and a Liberty V-1650-1 engine. XCOA-1 24-008 was converted to this standard and a further nine aircraft with serials 25-226/234 were built. Some reference sources claim that XCOA-1s 24-006 and 24-007 were also converted but there is no evidence to support this. In 1925 24-008 was further converted with a Liberty V-1460-1 engine giving it a length of 34'11", 10.64 m. It was redesignated as XOA-1A and served as the prototype for the OA-2 and XO-10 designs.

The OA-1A designation was used for a version of the COA-1 but with a different tail surface. 15 were built with serials 26-428/442.

The OA-1B was similar to the COA-1 and nine were built with serials 27-318/326.

Finally ten examples of the OA-1C were built with serials 28-073/082. They had a span of 44'11", 13.69 m, a length of 35'6", 10.82 m, a Liberty V-1650-1 engine and a max. speed of 118 mph, 190 km/h. One of the OA-1Cs was also flown with Wright Field serial P-505.

Refer also to OA-2, O-10, HL, OL
OA-2
Loening

Specifications:
span: 46'3", 14.10 m
length: 35', 10.67 m
engines: 1 Wright V-1460-1
max. speed: 110 mph, 177 km/h

Some reference sources suggest that the XOA-1A (24-008) was converted and designated as XOA-2 before it was further converted as XO-10. It is, however, believed that the XOA-2 was indeed a separate aircraft with serial 26-212, which was completed as XO-10.
The OA-2 designation was applied to eight aircraft with serials 29-274/281. They had a span of 44'11", 13.69 m, length of 34'11", 10.64 m, 1 Wright V-1460-1 and a max. speed of 112 mph, 180 km/h

Refer also to OA-1, O-10, HL, OL
OA-3
Douglas Dolphin

Specifications:
span: 60’, 18.29 m
length: 43’10”, 13.36 m
generators: 2 Wright R-975-3
max. speed: 140 mph, 225 km/h

In 1933 the eight C-21s were redesignated as OA-3. The serials were 32-279/286. Eventually those remaining in service were redesignated as ZOA-3.

Refer also to OA-4, OA-7, C-21, C-26, C-29, RD
OA-4
Douglas Dolphin

Specifications:
span: 60′3″, 18.36 m
length: 45′5″, 13.84 m
engines: 2 Pratt & Whitney R-985-1
max. speed: 138 mph, 222 km/h

In 1934 the C-26s were redesignated as OA-4. They had serials 32-396/397. At the same time C-26As 32-403/410 were redesignated as OA-4A and C-26Bs 33-294/297 as OA-4B. The former had R-985-5 engines and the latter R-985-9 engines. Some OA-4As were later redesignated as ZOA-4A.

In 1936 seven assorted OA-4s, OA-4As and OA-4Bs were all fitted with R-985-9 engines and stainless steel wings and were redesignated as OA-4C. The serials were 32-396/397, 32-405/408 and 33-295, although other sources suggest that the designation was ZOA-4C and that it included only serials 32-396, 32-397, 32-403, 32-406, 32-408 and 33-295. Only 32-403 has been confirmed as having received the ZOA-4C designation.

Refer also to OA-3, OA-7, C-21, C-26, C-29, RD
OA-5
Douglas

Specifications:
span:  89’9”, 27.36 m
length:  69’9”, 21.26 m
engines: 2 Wright YR-1820-45
max. speed:  169 mph, 272 km/h

Originally designated as YB-11, aircraft 33-017 was redesignated as **YOA-5** and then as YO-44 before delivery and first flight in January 1935. Other reference sources claim, however, that the YO-44 designation was before the YOA-5 designation. The aircraft was later re-engined with R-1820-25 engines. It remained in use in Alaska until 1943. A production version designated as **OA-5** was not proceeded with.

Refer also to B-11, O-44, P3D
OA-6
Consolidated

Specifications:
span:
length:
engines: 2 Wright R-1820-45
max. speed:

Based on the Hall PH design, the OA-6 was never built. It was commenced in 1935/36.
OA-7
Douglas Dolphin

Specifications:
span:  60'3", 18.36 m
length:  45'5", 13.84 m
engines:  2 Pratt & Whitney R-1340-33
max. speed:

The OA-7 was a development of the OA-4B which was subsequently cancelled.

Refer also to OA-3, OA-4, C-21, C-26, C-29, RD
OA-8
Sikorsky S-43

Specifications:
span: 86', 26.21 m
length: 52'1", 15.88 m
engines: 2 Pratt & Whitney R-1690-23
max. speed: 186 mph, 299 km/h

(Source: San Diego Air and Space Museum)

In 1937 the USAAC procured five Y1OA-8s with serials 37-370/374. On completion of tests they were redesignated as OA-8.

Refer also to OA-11
OA-9
Grumman G-31 Goose

Specifications:
span: 49', 14.94 m
length: 38'4", 11.68 m
engines: 2 Pratt & Whitney R-985-17
max. speed: 190 mph, 306 km/h

26 OA-9s were purchased in November 1938 for liaison and observation duties with serials 38-556/581. On 11 June 1948 the only one of these remaining in service, 38-564, was redesignated as ZA-9A although some older references suggest it was ZA-9.

In December 1942 the USAAF also acquired another five JRF-6Bs from the Royal Navy as OA-9 which were given serials 42-106979/106983. Although suggested in some references that those remaining in service were redesignated as A-9 on 11 June 1948 this is incorrect as none of the five aircraft was still in existence at that time.

The designation OA-9 was also applied to US Navy JRF-5 34092 that was transferred to the USAAF on 7 November 1947 to test NACA hydroskis developed by Edo. It was given serial 48-128 and was redesignated as ZA-9 on 11 June 1948. On 21 April 1949 the aircraft was returned to the US Navy. Older references have suggested that 48-128 was assigned the designation ZA-9A (only) and was US Navy’s JRF-5 37795. The latter aircraft was, however, written off on 5 September 1945.

Refer also to OA-13, J3F, JRF
OA-10
Consolidated Catalina

Specifications:
span:  104′, 31.70 m
length:  63′10″, 19.46 m
engines:  2 Pratt & Whitney R-1830-92
max. speed:  185 mph, 298 km/h

(Source: William T Larkins)

56 PBY-5As of the US Navy were transferred to the USAAF as OA-10 and with serials 41-18772/18773, 42-107401/107405, 42-109020/109025, 43-3259/3270, 43-43839/43863, 43-47956/47961 and 47-638/639. Transfer of 41-18700/18771 was cancelled. On 11 June 1948 those remaining in service were redesignated as A-10.

The OA-10A designation was applied to 230 PBV-1s which had been transferred from the US Navy to the USAAF with serials 44-33868/34097. Those remaining in service on 11 June 1948 were redesignated as A-10A whilst an additional three aircraft with serials 49-2894/2896 were transferred in 1949. The designation SA-10A was applied to the search and rescue version.

75 PBY-6As were transferred from the US Navy to the USAAF as OA-10B with serials 45-57833/57907. Those remaining in service on 11 June 1948 were redesignated as A-10B. The SA-10B was a search and rescue conversion of the A-10B.

In the 1950s several civilian Catalinas were converted as CA-10 cargo transport aircraft. These were not USAF designations.

Refer also to P3Y, PB2B, PBN, PBV, PBY
OA-11
Sikorsky S-43

Specifications:
span: 86', 26.21 m
length: 51'2", 15.60 m
engines: 2 Pratt & Whitney R-1690-S2C
max. speed: 190 mph, 306 km/h

A single aircraft was impressed in July 1941 as OA-11 and serial 42-001 and was originally delivered to Vanderbilt as NC16925. In 1943 it crashed in Trinidad. In 1938 Howard Hughes purchased the Sikorsky S-43WH, NR440 for a round the world flight. It was procured by the Corps of Engineers where it flew with the spurious serial 74327 (based on the construction number 4327) until it crashed in Lake Mead on 17 May 1943. It was subsequently salvaged and rebuilt and was still current in 2008. It is believed that, like with many aircraft used by the Corps of Engineers, this aircraft was not assigned a designation.

Refer also to OA-8
OA-12
Grumman Duck

Specifications:
span: 39', 11.89 m
length: 34', 10.36 m
engines: 1 Wright R-1820-30
max. speed: 188 mph, 302 km/h

(Source: nationalmuseum.af.mil/factsheets/index.asp)

The OA-12 designation was applied to a single J2F-5 with naval serial 0660 which was transferred to the USAAF with serial 42-7771.
Five J2F-6s were transferred to the USAF for use in Alaska as A-12A in 1948. The serials were 48-563/567. Other sources indicate that these aircraft were intended for Columbia but were never delivered and instead sold on the civilian market.
The designation A-12B was applied to three J2F-6s transferred from the US Navy to the USAF for further supply to Columbia. The serials were 48-1373/1375. The A-12A and A-12B had R-1820-54 engines.

Refer also to J2F
OA-13
Grumman G-21A Goose

Specifications:
span:  49', 14.94 m
length:  38'4", 11.68 m
engines: 2 Pratt & Whitney R-985-AN-1
max. speed: 200 mph, 322 km/h

Three commercial G-21As were impressed as OA-13A with serials 42-38214 (NC3021), 42-38215 (NC16915) in March 1942 and 42-97055 (NC3042) in November 1942. The serial 42-14501 was reserved for an impressment that did not proceed. The designation OA-13B was applied to a US Navy JRF-5 with serial 87726 that was transferred to the USAAF with serial 45-49088 in March 1945, as well as JRF-5 with serial 34064 that was also transferred to the USAF as 45-49089 in March 1942. The suggestion that both aircraft were redesignated as A-13B on 11 June 1948 is incorrect as the aircraft were no longer in service at that time.
Older references have suggested that the serial 45-49088 was applied to a JRF-5 with serial 48229. These references have suggested that 48229 was NC3500 with c/n 1175 which, however, was never acquired by the US Navy. Instead 48229 was c/n 1004. Older references have also suggested that an impressed JRF-5 with serial 35921 (NC1604) was transferred to the USAAF with serial 45-49089. This suggestion is not supported by later references.
Some reference sources include the OA-13 designation.

Refer also to OA-9, J3F, JRF
Specifications:
span: 40’, 12.19 m
length: 31’1”, 9.47 m
engines: 2 Ranger L-440-5
max. speed: 150 mph, 241 km/h

In 1942 15 civil Widgeons were impressed as OA-14. The serials were 42-38216 (NC28668), 42-38217 (NC26679), 42-38218 (NC28664), 42-38219 (NC1230), 42-38220 (NC1920), 42-38221 (NC37182), 42-38222 (NC37188), 42-38223 (NC28667), 42-38285 (NC28672), 42-38339 (NC37183), 42-38340 (NC777), 42-38355 (NC28666), 42-38356 (NC28670), 42-43460 (NC28665), 42-53003 (NC28680). Some of these had been destined for Portugal.
In November 1944 a single OA-14A was purchased for the Corps of Engineers with serial 44-52997.

Refer also to J4F
The Seabee was a light flying boat which flew for the first time on 30 November 1944 and of which 1060 were built. In December 1944 the prototype (NX41816) was demonstrated to the US Navy, USAAF and USCG and in April 1945 the USAAF ordered 12 aircraft as YOA-15. They were to be used in the Far East as rescue amphibians with a cabin arrangement for two litters. After the end of the war, the order was cancelled before serials had been assigned.
The first order of the Albatross was designated OA-16 and covered 20 aircraft with serials 48-588/607, although these were completed as SA-16A. In total 170 SA-16As were built with serials 48-588/607, 49-069/100, 50-172/182, 51-001/071, 51-471/476, 51-5277/5306 and 52-121/137. Several of these aircraft were originally ordered through the US Navy as PF-1A and also received US Navy serials. The first flight was on 20 July 1949. Some aircraft were transferred to the USCG as UF-1G. The SA-16B (model 111) version had an enlarged wing of 96'8", 29.46 m, and a length of 62'10", 19.15 m. 135 were ordered outright with serials 51-7140/7255 (originally ordered as SA-16A) and 51-15270/15271 and the first flight was on 25 January 1957. In addition a number of SA-16As were converted to this standard. Serials included 51-006, 51-007, 51-009, 51-011, 51-012, 51-013, 51-014, 51-018, 51-019, 51-020, 51-021, 51-022, 51-024, 51-025, 51-027, 51-028, 51-029, 51-031, 51-032, 51-033, 51-036, 51-038/060, 51-062/071, 51-471/476 and 51-5278/5306. Aircraft with serials 60-9301/9310 were obtained from the RCAF and subsequently sold. On 18 September 1962 those aircraft serving with the USCG were redesignated as HU-16E whilst the others were redesignated as HU-16B.

Refer also to JR2F, PF, UF, U-16.