The Gyrodyne DSN was an unmanned submarine drone of which a total of 746 were built. Nine DSN-1s were built and the first flight with a pilot took place on 1 July 1960 whilst the first drone flight took place on 7 December 1960 although other references suggest 20 April 1960 and 12 August 1960 respectively. The serial numbers were DS1000/1008. On 18 September 1962 the DSN-1s were redesignated as QH-50A although at that time none of them were in service anymore.

The DSN-2 was built as a piloted version only with three being built with serials N200/202. On 18 September 1962 these were redesignated as QH-50B although they were no longer in service at that time.

The final version was the DSN-3 which was equipped with a Boeing T50-BO-4 engine and was ordered on 4 February 1960. The first flight, with a pilot, took place on 6 April 1961 whilst the first drone flight took place on 25 January 1962. Before 18 September 1962, when the designation was changed to QH-50C, 70 had been ordered. The serials were N300/303 for the piloted aircraft and DS1009/1079 for the drone aircraft. Further production took place as QH-50C. Development continued as QH-50D and QH-50E.

Refer also to H-50
The GCA-41 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. Originally designated as XHOG-1 but eventually redesignated as XRON-1, two were ordered with non-standard serials 4001 and 4002. The first flight was on 23 November 1955. Three types GCA-41A were built as YRON-1 with a Porsche YO-95-2 engine and a 17', 5.18 m rotor. Known serials were 4013 and 4014. One XRON-1, displaying serial 4002, was later converted with a Solar T62 turboshaft engine and was identified as model GCA-41B. The YRON-1 designation was used again for a further development as the model GCA-59. The rdm was 20', 6.10 m, length 11', 3.35 m and it had 1 Porsche YO-95-2. One of these was also converted with a Solar T62 engine but had a rdm of 15', 4.57 m.

Refer also to HOG
A tandem two seat bomber, the XBN-1, which was given serial A-8643, was cancelled before completion.
The **XFN-1** was a projected single seat fighter of which one was ordered with serial A-8978 but which was subsequently cancelled. The FN designation was later used for the Seversky aircraft.
The LRN design was a 12 seat transport glider that also was considered as a bomb glider as well as a 300 gallons fuel glider. Two XLRN-1s were ordered on 29 June 1942 with serials 36431/36432. The first aircraft was firstly towed behind a PBY-5 on 24 October 1944 but was found to lack stability and further development was cancelled before a free flight was made. The second aircraft was not completed.
The XLR2N-1 was the design for a 24 seat single hull amphibious glider based on the XLRG-1 or the XLRH-1. The requirements were called into question and further development was cancelled in 1943.

Refer also to LRG and LRH
Two XNM-1s were ordered in April 1922 with serials A-6450 and A-6451 but only the first one was built which flew on 13 December 1924. The aircraft were built of duralumin and suffered corrosion problems.
The designation NN was not assigned in the Naval Aircraft Factory series.
Specifications:
span: 33'8", 10.26 m
length: 26'11", 8.20 m
engines: 1 Lawrence J1
max. speed: 106 mph, 171 km/h

A two seat primary trainer, three were ordered as N2N-1 with serials A-6693/6695. They were later redesignated as XN2N-1.
The N3N primary trainer was used by the US Navy from 1935 to 1961. One XN3N-1 prototype was ordered on 9 February 1935 with serial 9991 and flew for the first time on 18 March 1936. The initial production version was ordered from 30 April 1935 as N3N-1 and 180 were built with serials 0017/0101, 0644/0723 and 0952/0966 whilst a batch with serials 0426/0450 was cancelled. Some aircraft were fitted with Wright R-760-8 engines and eventually all were re-engined with R-760-2 engines. The XN3N-2 was a version with a Wright R-760-96 engine of which one was built with serial 0265 and flew for the first time on 11 August 1936.

An N3N-1 was re-engined with a R-760-2 engine as XN3N-3 (serial 0020). The next production version was the N3N-3 which was similar to the XN3N-3. First ordered on 21 June 1939, 816 were built with serials 1759/1808, 1908/2007, 2573/3072 and 4352/4517. In 1941 four of these were transferred to the USCG where they received serials V193/196.
Specifications:
span:
length:
engines:
max. speed:

No data is available on this aircraft.
A single XN5N-1 monoplane basic trainer was ordered in August 1938 with serial 1521. The first flight was in April 1941.
ON
NAF

Specifications:
span: 43'6", 13.26 m
length: 31'10", 9.70 m
engines: 1 Curtiss D12
max. speed: 104 mph, 167 km/h

The NO-1 was a three seat twin float aircraft which was produced in quantity by Martin as MO. Three NO-1s were ordered in 1924 and built by NAF with serials A-6431/6433. LWF built another 21 with serials A-6663/6683 whilst a batch with serials A-6684/6688 was cancelled. NO-1 A-6433 was later modified as NO-2.

Refer also to OM
The XO2N-1 was an observation aircraft of which one was ordered with serial 0385 but which was redesignated as XOSN-1 before completion.

Refer also to OSN
OSN
NAF

Specifications:
span:  36'0", 9.30 m
length:  27'11", 8.51 m
engines:  1 Pratt & Whitney R-1340-36
max. speed:  162 mph, 261 km/h

(Source: William T. Larkins)

The XO2N-1 was redesignated as XOSN-1 and flew in 1938. The serial was 0385.

Refer also to O2N
OS2N
NAF Kingfisher

Specifications:
span: 35'11", 10.95 m
length: 30'1", 9.17 m
engines: 1 Pratt & Whitney R-985-AN-2
max. speed: 170 mph, 274 km/h

(Source: US Navy)

The NAF built 300 Vought OS2U-3s under licence as OS2N-1 and with serials 01216/01515. The order was placed on 30 January 1941.

Refer also to OS2U
The PN series flying boats were based on the Curtiss F-5 design and apart from being produced by NAF was produced by Douglas, Hall, Keystone and Martin as well as other manufacturers.

The designations PN-1 to PN-4 had not been assigned and the first version built by NAF was the PN-5 which designation was applied to those F-5L aircraft ordered after 29 March 1922, the date the designation was introduced. (F-5Ls built before that date were not redesignated) The F-5L/PN-5 was built by NAF (134), Curtiss (60) and Canadian Aeroplanes (30) whilst four were built from parts. Large numbers were cancelled. Serials included A-3333/3362, A-3559/3615, A-3659/3683, A-3783/3800, A-3859/3880, A-3882, A-3936/3940, A-4009/4013, A-4038, A-4281/4340, A-6557/6559 and A-6697. The cancelled aircraft had serials A-3363/3382, A-3616/3658, A-3684/3782, A-3801/3858, A-3881, A-3883/3935, A-3941/4008, A-4014/4035, A-4470/4819 and A-5259/5458.

Aircraft with serials A-3340/3343, A-3345, A-3346 and A-3348/3351 were transferred to the US Army.

The F-6L version was designated as PN-6 on 29 March 1922 and, like the F-5L, existing aircraft were not redesignated. Two were built outright with this designation with serials A-4036/4037. In addition a number of PN-5s were converted to this standard which incorporated a redesigned vertical tail.

The PN-7 had a redesigned wing and the span was reduced to 72’10”, 22.20 m, the length was 49’1”, 14.96 m whilst the engines were 2 Wright T-2s. Two aircraft were built with serials A-6616/6617 of which the latter was remanufactured from A-3577. The order was placed in January 1923 and the first flight was in November 1923.

The PN-8 had a length of 49’2”, 14.99 m and was fitted with 2 Packard 1A-2500 engine. Ordered in June 1924, the design was fitted with a Duralumin hull. Two aircraft with serials A-6799 and A-6878 were built, the first one delivered on 8 May 1925. A6878 was converted as PN-9 before completion and flew for the first time in April 1925. A-6799 was initially completed as PN-8 but when vibration tests indicated problems further tests were abandoned and the aircraft was completed as PN-9.

The PN-9 version was fitted with Packard 1A-1500 engines and different tail surfaces.

The PN-10 designation was assigned to four aircraft which were similar to the PN-8 but had each different engines fitted: Packard 1A-1500, Packard 3A-1500, Wright R-1820 as well as Pratt & Whitney R-1690. The first two aircraft were completed with wooden wings whilst the second two aircraft had metal wings. The aircraft were ordered in May 1925 and the first flight was on 21 June 1926. The serials were A-7028/7029 and A-7383/7384. Ultimately A-7384 and A-7383 were redesignated as PN-12 and flew for the first time in December 1927.

Data on the PN-11 is confusing and is believed that four different aircraft carried the PN-11 designation at the same time:

- A-7527: only designated as PN-11 and fitted with 2 Wright R-1750D engines. This aircraft was ordered on 19 April 1927 and the first flight was in October 1928.
- A-8006: delivered as PN-11 but redesignated as XPN-11 in July 1930 and fitted with 2 Pratt & Whitney R-1690 engines. It was ordered in January 1928 and flew for the first time in April 1929. Eventually it was redesignated as XP4N-1.
- A-8483: initially ordered as XP2N-1, then redesignated as PN-11 and redesignated as XP4N-2 on 31 March 1929. Fitted with Wright R-1820E engines

Refer also to PD, PH, PK, PM, P2N, P4N
P2N
NAF

Specifications:
span: 72'10", 22.20 m
length: 49'2", 14.99 m
engines: 2 Wright R-1820E
max. speed:

The P2N designation was first to be used for the Curtiss NC flying boats but never used as such. It was then assigned to aircraft which were ordered as XP2N-1 with serials A-8483/8484 but which were redesignated as PN-11 before completion.

Refer also to PN
The designation P3N was not assigned in the Naval Aircraft Factory series.
P4N
NAF

Specifications:
span:  72'10", 22.20 m
length:  49'2", 14.99 m
engines:  2 Wright R-1820E
max. speed:  119 mph, 191 km/h

(Source: US Navy)

It has been suggested that PN-11 A-8006 was designated as **XP4N-1** although US Naval Aviation lists the serial A-8482 as being a XP4N-1. There is no evidence to suggest that A-8006 was actually completed as XP4N-1. The **XP4N-2** designation was applied to PN-11 A-8483/8484 on 31 May 1929.

Refer also to PN, P2N
Specifications:
span: 104'3", 31.77 m
length: 64'8", 19.71 m
engines: 2 Pratt & Whitney R-1830-92
max. speed: 186 mph, 300 km/h

The **PBN-1** was a licence built version of the PBY-5 Catalina but with a longer hull and a taller fin. 155 were built with serials 02791/02945 whilst 02946 was a rebuilt aircraft. Only 17 were delivered to the US Navy, the remainder intended to go to the RAF as Catalina V but instead diverted to Russia. A batch with serials 35798/35921 was cancelled.

Refer also to A-10, PB2B, PBV, P3Y, PBY
SBN
NAF

Specifications:
span:  39\', 11.89 m
length:  27'8", 8.43 m
engines:  1 Wright R-1820-38
max. speed:  254 mph, 406 km/h

Designed by Brewster as model 38, and built as XSBA-1 prototype by Brewster, production of this two seat scout bomber was undertaken by NAF as **SBN-1**. 30 were ordered on 29 September 1938 with serials 1522/1551 but eventually they were used in training roles only.

*Refer also to SBA*
SON
NAF Seagull

Specifications:
span: 36', 10.97 m
length: 31'1", 9.47 m
engines: 1 Pratt & Whitney R-1340-22
max. speed: 162 mph, 260 km/h

(Source: William T. Larkins)

The SON-1 was a licence version of the Curtiss SOC-3 and 44 were built with serials 1147/1190. The order was placed on 10 June 1937 and the first flight was on 15 September 1938. A few of the aircraft were eventually converted as SON-1A for carrier duties.

Refer also to SOC
The XTN-1 was a prototype of which one was ordered in May 1925 with serial A-7027. Production was undertaken by Douglas as T2D-1.

Refer also to T2D
T2N
NAF

Specifications:
span: 41'0", 12.56 m
length: 27'9", 8.46 m
engines: 1 Wright R-1750-D
max. speed: 144 mph, 232 km/h

Based on BuAer design 77, NAF built one XT2N-1 against an order placed on 18 June 1925. The serial was A-8052 and the first flight was in March 1930. Production was undertaken by Martin as BM.

Refer also to BM, T5M

(Source: US Navy)
TDN
NAF

Specifications:
span:  48', 14.63 m
length:  37', 11.28 m
engines:  2 Lycoming O-435
max. speed:  180 mph, 290 km/h

A TV guided flying bomb. Four XTDN-1s were ordered on 14 February 1942 with serials 27853/27856. These were fitted with Franklin XO-300 engines. The first flight was on 15 November 1942 and they were tested on the USS Sable, on Lake Michigan. On 23 March 1942 100 production TDN-1s were ordered with serials 17292/17391 but the programme was cancelled in late 1944. Some reference sources suggest that some or all aircraft were produced by NAF as well as subcontracts which included Singer and Brunswick-Balke-Collender, with the latter firm completing the last thirty TDN-1s.
Some reference sources have suggested that 114 aircraft were produced.
TD2N
NAF

Specifications:
span:
length:
engines: 1 Westinghouse 9.5B
max. speed: 450 mph, 725 km/h

The **TD2N-1** was a radio piloted vehicle based on the Gorgon IIIB, of which 35 were ordered in April 1945. Drop tests commenced in June 1945 and the first free flight took place on 27 June 1945. The programme was cancelled on 12 March 1946 by which time 9 had been delivered. It was redesignated as KDN.
TD3N
NAF

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

The **TD3N-1** was a radio piloted vehicle of which eight were built. It was based on the Gorgon IIC vehicle and was eventually redesignated as KD2N.