UNITED STATES MILITARY AIRCRAFT
by Jos Heyman

Air Force

A = Attack (1926-1947)
For A = Amphibian, refer OA
For A = Aerial Target, refer PQ

Last update: 1 January 2016
The A-1 designation was not used as the XA-1, of the 1919-1926 designation system, was still in use.
A-2
Douglas

Specifications:
span: 39'8", 12.09 m
length: 29'7", 9.02 m
engines: 1 Liberty V-1410
max. speed: 128 mph, 206 km/h

In 1925 a single O-2 with serial 25-380, was converted as the XA-2 attack aircraft with a different engine and armament. It was also flown with Wright Field serial P-472.

Refer also to BT-1, BT-2, O-2, O-7, O-8, O-14, O-22, O-25, O-29, O-32, O-34, O-38, OD
A-3
Curtiss 44 Falcon

Specifications:
span: 38', 11.58 m
length: 28'4", 8.64 m
engines: 1 Curtiss V-1150-3
max. speed: 141 mph, 227 km/h

(Source: USAF, via 10af.afrc.af.mil/photos)

The A-3 was an attack version of the Curtiss O-1 design fitted with bomb racks and a machinegun. It is not precisely clear how many aircraft of the A-3 version were produced. Some sources claim that 76 were built with serials 27-243/262, 27-298/317 and 28-083/118 although Curtiss sources indicate that only 66 aircraft were built with 28-109/118 having been cancelled. Aircraft 27-257 was later redesignated as ZA-3.

Six A-3s were converted as A-3A dual control trainers. Their length was 27'7", 8.41 m and the serials were 27-306, 27-310, 27-315, 28-116, 28-117 and 28-118. With respect to the latter three aircraft reference is made to the comments above.

Eventually 75 A-3s with serials as for the A-3, but with the exception of 27-244, were converted to A-3B standards with a V-1150-5 engine and a length of 27'2", 8.28 m. In addition 78 aircraft with serials 30-001/028 and 30-231/280 were built outright. Of these 30-001 was converted to O-1E. Aircraft 30-240 was later redesignated as ZA-3B.

Several aircraft were also flown with Wright Field serials: 27-243 as P-493, 27-246 as P-511, 30-001 as P-595 and 30-246 as P-599.

Refer also to A-4, A-5, A-6, BT-4, O-1, O-11, O-12, O-13, O-16, O-18, O-26, O-39
A-4
Curtiss Falcon

Specifications:
span: 38', 11.58 m
length: 28'4", 8.64 m
engines: 1 Pratt & Whitney R-1340-1
max. speed: 137 mph, 220 km/h

A single A-3 with serial 27-244, was converted with a different engine and redesignated as XA-4. It was delivered in December 1927 and remained in use until March 1932. It was also flown with Wright Field serial P-500 and was tested with a G-3 aerial gunnery training target. The aircraft carried the target glider aloft and, after release, the glider took several minutes to reach the ground. During this time, the pilot could make several gunnery passes against it.

Refer also to A-3, A-5, A-6, BT-4, O-1, O-11, O-12, O-13, O-16, O-18, O-26, O-39
A-5
Curtiss Falcon

Specifications:
span: 38', 11.58 m
length:
engines: 1 Curtiss V-1570-
max. speed:

The XA-5 was a projected development of the XA-4 which was not proceeded with.

*Refer also to A-3, A-4, A-6, BT-4, O-1, O-11, O-12, O-13, O-16, O-18, O-26, O-39*
A-6
Curtiss Falcon

Specifications:
span: 38', 11.58 m
length:
engines: 1 Curtiss H-1640-
max. speed:

The XA-6 was a projected development of the XA-4 which was not proceeded with.

Refer also to A-3, A-4, A-5, BT-4, O-1, O-11, O-12, O-13, O-16, O-18, O-26, O-39
A-7
Fokker AF-17

Specifications:
span:  43'11", 13.39 m
length:  31'11", 9.73 m
engines:  1 Curtiss V-1570-27
max. speed:  190 mph, 306 km/h

(Source: USAF, via 10af.afrc.af.mil/photos)

The XA-7 was a low wing monoplane aircraft with a crew of two. One was ordered in December 1929 and made its first flight in January 1931. The serial was 30-226 and the aircraft was evaluated against the XA-8 design.
A-8
Curtiss 59 Shrike

Specifications:
span:  44'3", 13.49 m
length:  32'10", 10.01 m
engines:  1 Curtiss V-1570-31
max. speed:  183 mph, 294 km/h

A single XA-8 prototype was ordered in 1930 with serial 30-387. It had a span of 44', 13.41 m, length of 32'8", 9.96 m and was fitted with a V-1570-23 engine. The first flight was in June 1931 and the aircraft was evaluated against the XA-7. The aircraft was scrapped in March 1937.

On 29 September 1931 five service test YA-8s were ordered with serials 32-344/348. The specifications apply to this type. Eventually the first aircraft was converted as the YA-10 whereas the others were redesignated as A-8.

In addition eight Y1A-8s were ordered on 29 September 1931. These were fitted with a V-1570-57 engine and had serials 32-349/356. The last of these was converted to Y1A-8A whilst the others were redesignated as A-8 on completion of testing. This resulted in aircraft with serials 32-345/355 being designated as A-8. Aircraft 32-356 was converted as Y1A-8A with a revised cooling system giving it a length of 33'7", 10.24 m. On completion of tests it was redesignated as A-8A.

In February 1933 46 A-8Bs were ordered with serials 33-212/257. These were to be fitted with a V-1570-57 engine but the order was eventually cancelled and the funds diverted to the A-12 design.

Refer also to A-10, A-12, S2C
A-9
Detroit

Specifications:
span: 42'9", 13.03 m
length: 28'9", 8.76 m
engines: 1 Curtiss V-1570-27
max. speed: 214 mph, 344 km/h

A factory owned prototype was tested as XA-938 and eventually given the designation YA-9 although the aircraft was never procured. An order was placed for four production Y1A-9s but this was cancelled. The design was based on that of the P-24.

Refer also to F-24
## A-10

Curtiss 59B Shrike

Specifications:

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>44'3&quot;, 13.49 m</td>
</tr>
<tr>
<td>Length</td>
<td>32'6&quot;, 9.91 m</td>
</tr>
<tr>
<td>Engines</td>
<td>1 Pratt &amp; Whitney R-1690-9</td>
</tr>
<tr>
<td>Max. Speed</td>
<td>175 mph, 282 km/h</td>
</tr>
</tbody>
</table>

(Source: USAF, via 10af.afrc.af.mil/photos)

In July 1932 YA-8 32-344 was fitted with a different engine and redesignated as **YA-10**.

Refer also to A-8, A-12, S2C
A-11
Consolidated 27

Specifications:
span: 43’11”, 13.39 m
length: 29’4”, 8.94 m
engines: 1 Curtiss V-1570-57
max. speed: 227 mph, 365 km/h

(Source: USAF, via 10af.afrc.af.mil/photos)

Based on the P-25 design, a single Y1P-25 with serial 32-322 was converted as Y1A-11. This was followed by four A-11 aircraft fitted with a V-1570-59 engine and carrying serials 33-208/211. One of these aircraft was re-engined with an Allison XV-1710-7 engine in 1934 and redesignated as XA-11A. It had a length of 29’6”, 8.99 m.

Refer also to F-25, F-27, F-28, F-30, F-33, PB-2
A-12
Curtiss 60 Shrike

Specifications:
- span: 44', 13.41 m
- length: 32'3", 9.83 m
- engines: 1 Wright R-1820-21
- max. speed: 176 mph, 283 km/h

(Source: USAF, via 10af.afrc.af.mil/photos)

The **A-12** was a production version of the YA-10 of which 46 were built with serials 33-212/257.

*Refer also to A-8, A-10, S2C*
A-13
Northrop 2C

Specifications:
span: 48', 14.63 m
length: 29'2", 8.89 m
engines: 1 Wright R-1820-37
max. speed: 207 mph, 333 km/h

Based on the Gamma 2C design which flew for the first time in 1933, the XA-13 was purchased by the USAAC on 28 June 1934. It was previously registered as NX12291 but received serial 34-027. The aircraft was later converted to XA-16 standards.

Refer also to A-16
The Curtiss 76 Shrike was a totally different design than the earlier designs which carried the Shrike name. It was a two seat twin engined attack aircraft with a 75mm cannon fitted in the nose. Originally it was to be powered by Wright R-1510-1 engines but the single prototype, which was registered as NX15315, was fitted with the R-1670-5 engines. It flew for the first time in September 1935 and was afterwards procured by the USAAC as XA-14 and with serial 36-146.

Refer also to A-18
The A-15 was a development of the B-10 bomber which was cancelled in 1935.

Refer also to B-10, B-12, B-13, B-14, O-45
A-16
Northrop 2F

Specifications:
span: 48', 14.63 m
length: 29’8”, 9.04 m
engines: 1 Pratt & Whitney R-1830-7
max. speed: 212 mph, 341 km/h

(Source: USAF, via 10af.afrc.af.mil/photos)

The XA-13, which had serial 34-027, was re-engined and redesignated as XA-16. It flew as such in March 1935.

Refer also to A-13
A-17
Northrop 8 Nomad

Specifications:
span: 47'9", 14.55 m
length: 31'8", 9.65 m
engines: 1 Pratt & Whitney R-1535-13
max. speed: 220 mph, 354 km/h

The Nomad was based on the Gamma 2F. After the USAAC evaluated the prototype as XP-948 without actually purchasing it, an order for 110 A-17s was placed with serial 35-051/160. These had a length of 32', 9.75 m and were fitted with a R-1535-11 engine.

The A-17A, to which the specifications apply, was a version with a retractable undercarriage. 129 were built by Douglas in the El Segundo plant, which was formerly Northrop. The serials were 36-162/261 and 38-327/355 and the first flight was on 16 July 1936. In early 1940 it was decided to supply 93 of these aircraft to France. They were ferried to Halifax, Nova Scotia but by that time France had signed an armistice and the aircraft were diverted to the RAF with serials AS41/633. These were not taken up and eventually 32 were transferred to the Canada with serials 3490/3521 whilst the remaining 61 went to the RAF with serials AS440/AS462, AS958/AS976 and AW420/AW438. At a later date a number of them were shipped to South Africa with serials 1221/1251, 1253/1257 and 1263/1269, although a number of them were lost at sea during shipping to South Africa. The designations RA-17 and RA-17A have also been referred to. Aircraft 36-184 was transferred to NACA in February 1939 for tests with the NACA Wing Duct Cooling System.

The A-17AS was a three seat command transport version of which two were built with serials 36-349/350. They had a length of 32'2", 9.80 m and were fitted with a Pratt & Whitney R-1340-45 engine.

Refer also to A-33
A-18
Curtiss 76 Shrike

Specifications:
span: 59\textquotesingle 6\textquoteright, 18.14 m
length: 42\textquotesingle 4\textquoteright, 12.90 m
engines: 2 Wright R-1820-47
max. speed: 247 mph, 397 km/h

The Y1A-18 was a production version of the XA-14 of which 13 were ordered on 23 July 1936 with serials 37-052/064. On completion of tests they were redesignated as A-18.

Refer also to A-14
The Vultee V-11 was a light bomber which flew for the first time on 17 September 1935 and was exported to China, Turkey, Brazil and the USSR. On 24 June 1938 the USAAC ordered five YA-19s for evaluation and the first flight was on 27 January 1939. The serials were 38-549 and 38-551/554. After testing these aircraft were assigned to military attaches in South America. The designation RA-19 has also been associated with these aircraft.

Also on 24 June 1938 the USAAC ordered a XA-19A with serial 38-555 which was fitted with a Lycoming O-1230-1 engine and had a length of 38'3", 11.66 m. The aircraft, which flew for the first time on 22 May 1940, was later fitted with a Pratt & Whitney R-1830-51 engine and redesignated as XA-19C.

A single example of the XA-19B with serial 38-550 was also ordered in 24 June 1938. It was fitted with a Pratt & Whitney R-2800-1 engine.
A-20
Douglas DB7 Havoc

Specifications:

span: 61'4", 18.69 m
length: 47'7", 14.50 m
engines: 2 Wright R-2600-3
max. speed: 390 mph, 628 km/h

Originally designed by Northrop as the model 7, the DB7 bomber had previously been ordered by the RAF as well as by France as Boston. In total 7385 were built of which 7082 as A-20 versions.

The USAAC ordered 63 examples of the **A-20** which were fitted with R-2600-7 engines. The serials were 39-735/797 and 59 were later converted to P-70, one to XP-70, one to XF-3 and two to YF-3.

From July 1939 143 examples of the **A-20A**, to which the specifications apply, were ordered with serials 39-721/734, 40-071/179 and 40-3143/3162. On these 17 were converted to A-20E, one to XA-20B, one to XA-20F and one was transferred to the US Navy as BD-1. Those remaining in service in 1942 were redesignated as **RA-20A**. The latter included 40-074, 40-075, 40-076, 40-078, 40-081, 40-083, 40-084, 40-086, 40-087 and 40-130.

The **XA-20B** had been converted in 1941 from an A-20A and was fitted with different armament giving it a length of 48', 14.36 m. The production version was the **A-20B** of which 999 were built with serials 41-2671/3669. They were similar to the RAF’s Boston II and were fitted with R-2600-11 engines. Eight were transferred to the US Navy as BD-2.

The **A-20C** version had a length of 47'4", 14.43 m and was fitted with R-2600-53 engines. Being similar to the RAF’s Boston III, 808 were built by Douglas and 140 by Boeing. The serials were 41-19088/19462, 41-19589/19728 and 42-32951/33383. Of these 387 were supplied to the USSR and 181 to the RAF.

The **A-20D** designation was to be used for a version of the A-20C with R-2600-7 engines. This version was not proceeded with.

The **A-20E** version was fitted with R-2600-11 engines and 17 A-20As were converted accordingly in 1941.

In 1941 a single A-20A was fitted with experimental armament and was redesignated as **XA-20F**.

The **A-20G** version was fitted with R-2600-23 engines and had a solid nose giving it a length of 48', 14.63 m, 2850 were built and most of these were supplied to the USSR. The serials were 42-53535/54284, 42-86563/86912, 43-9038/9229, 43-9231/9437, 43-9458/9637, 43-9665/9856, 43-9881/9909, 43-9918/10104, 43-10145/10237, 43-21252/21431, 43-21472/21551, 43-21582/21701, 43-21752/21827, 43-21878/21987 and 43-22148/22251. After the war a number of these aircraft, including 43-21755, were converted as trainers and redesignated as **CA-20G**. The designation **TA-20G** is also known and included serials 43-21657, 43-21756 and 43-21758.

The **A-20H** version was similar to the A-20G except for R-2600-29 engines. 412 were built with serials 44-001/008, 44-010/065, 44-199/328, 44-407/536 and 44-619/706. One of these, 44-466, was tested with a caterpillar main undercarriage. A number of these remained in service on 11 June 1948 when they were redesignated as **ZB-20H**. Several A-20Hs were also converted as **TA-20H** trainers including 44-022.

The **A-20J** version was similar to the A-20G but had a glazed nose giving it a length of 48'7", 14.81 m. 450 were built with serials 43-9230, 43-9438/9457, 43-9638/9664, 43-9857/9880, 43-9910/9917, 43-10105/10144, 43-21432/21471, 43-21552/21581, 43-21702/21751, 43-21828/21877 and 43-21988/22147. Of these 169 were supplied to the RAF whilst a small number were converted as **TA-20J** trainers, including 43-21205 and 43-21351. Aircraft 43-21751 was designated as **CA-20J**.

The **A-20K** was similar to the A-20H except for a glazed nose. 413 were built with serials 44-009, 44-066/198, 44-329/406, 44-537/618, and 44-707/825. Aircraft with serials 44-826/2000 were cancelled. 90 were supplied to the RAF whilst several were converted as **TA-20K** trainers including 44-731.
During the war the USAAF used a number of RAF Boston IIIs in the European theatre of war. Although they carried US insignia, these aircraft retained the RAF serial and did not receive a designation.

Refer also to F-70, O-53, R-3, BD
A-21
Stearman X100

Specifications:
span:  65', 19.81 m
length:  53'1", 16.18 m
engines:  2 Pratt & Whitney R-2180-7
max. speed:  257 mph, 414 km/h

The XA-21 was a twin engined attack bomber of which one was procured and delivered in September 1939 with serial 40-191. Initially it was fitted with a smooth nose section but this was later changed to a stepped configuration. The design has also been identified as Boeing 329.
A-22
Martin 167 Maryland

Specifications:
span: 61'4", 18.69 m
length: 46'8", 14.22 m
engines: 2 Pratt & Whitney R-1830-37
max. speed: 280 mph, 451 km/h

(Source: USAF, via 10af.afrc.af.mil/photos)

The twin engined Martin Maryland, which flew for the first time on 14 March 1939, had been ordered by France (381 examples) and the UK (275 examples). The USAAF procured a single example as XA-22 and with serial 40-706 for tests but the aircraft was found unsuitable. The aircraft was previously registered as NX22076.
A-23
Martin 187 Baltimore

Specifications:
span: 61'8", 18.80 m
length: 49', 14.94 m
engines: 2 Wright R-3350-11
max. speed: 380 mph, 611 km/h

(Source: USAF)

The Baltimore was a twin engined attack bomber. Two aircraft were ordered as XA-23 with serials 41-1981/1982 but these were cancelled. The aircraft was, however, supplied to the RAF.

Refer also to A-30
**A-24**  
Douglas Dauntless  

Specifications:  
- **span:** 41'6", 12.65 m  
- **length:** 32'8", 9.96 m  
- **engines:** 1 Wright R-1820-52  
- **max. speed:** 250 mph, 402 km/h  

Based on the US Navy’s SBD design but with the arrester gear deleted, the USAAF procured 168 A-24s which had previously been ordered by the US Navy as SBD-3A. The serials were 41-15746/15823 and 42-6682/6771 and in 1942 those remaining in service were redesignated as RA-24.

The A-24A version was originally ordered as SBD-4 by the US Navy and the USAAF procured 170 with serials 42-6772/6831 and 42-60772/60881. In addition A-24 41-870 was converted to A-24A configuration. Later in 1942 those remaining in service were redesignated as RA-24A whilst on 11 June 1948 a few remaining aircraft were redesignated as F-24A. These aircraft remained in use until 1950 by which time they had been redesignated as ZF-24A.

The A-24B version was based on the US Navy’s SBD-5 and 615 aircraft were ordered with serials 42-54285/54899. Batches with serials 42-58541/58560 and 42-54900/55484 were cancelled. Aircraft with serials 42-60882/60941 were supplied to the US Navy as SBD-5A. In 1943 those remaining in service, including 42-54288, were redesignated as RA-24B and on 11 June 1948 a few surviving aircraft were redesignated as F-24B. These remained in service until 1950 by which time they had been redesignated as ZF-24B.

In 1948 a single F-24A with serial 42-6783 was rebuilt as a radio controlled aircraft with the designation QF-24A. It received a new serial 48-044. In a similar way a F-24B was rebuilt as the DF-24B drone director aircraft for the QF-24A and received the new serial 48-045.

*Refer also to SBD*
A-25
Curtiss 84 Helldiver

Specifications:
span: 49'9", 15.16 m
length: 36'8", 11.18 m
engines: 1 Wright R-2600-8
max. speed: 275 mph, 442 km/h

The A-25 or A-25A was based on the US Navy’s SB2C with the arrester gear removed. Production of 3000 aircraft was envisaged. The first 100 aircraft were ordered on 31 December 1940 by the US Navy as SB2C-1A and were transferred to the USAAF. Eventually 900 were built with serials 41-18774/18873 and 42-79663/80462. The first flight was on 29 September 1942 and 10 went to the RAAF, 140 to the US Navy and 270 to the USMC as SB2C-1A. A batch with serials 42-80463/82662 was cancelled.

In 1943 those remaining in service were redesignated as RA-25A and it is likely that some of the later aircraft were built outright as RA-25A. They were used as glider tugs and conversion trainers.

Refer also to SB2C, SBF, SBW
Two prototypes were ordered in 1941. The first one, 41-19504, was designated as XA-26 and had a glazed nose and six guns. The length of this aircraft was 51'2", 15.60 m and the first flight was on 10 July 1942. Aircraft 42-11754/12253, to be designated as A-26, were cancelled.

The second aircraft, 41-19505, was designated as XA-26A and had a solid nose with two 20 mm guns. Its length was 52'5", 15.98 m.

Later a third aircraft was ordered as XA-26B and with serial 41-19588. It had a solid nose housing a 75 mm cannon and the specifications apply to this version.

The XA-26B was chosen for production and 1357 were built as A-26B with serials 41-39100/39151, 41-39153/39192, 41-39194, 41-39196/39198, 41-39201/39599, 43-22252/22203, 43-22205/22307, 43-22313/22345, 43-22350/22406, 44-34098/34753, 44-34776, whilst aircraft with serials 44-34754/34775 and 44-34777/34779 were built but not taken up. A batch with serials 44-34780/35897 was cancelled. On 11 June 1948 those A-26Bs remaining in service were redesignated as B-26B, at which time the Martin B-26 Marauder was no longer in service. It seems some were redesignated as B-26C, indicating some earlier conversion to an A-26C standard. The serials included 41-39208, 41-39299, 41-39303, 41-39327, 41-39337, 41-39345, 41-39366, 41-39429, 41-39475, 41-39511, 41-39512, 41-39515, 41-39517, 41-39523, 41-39537, 41-39546, 41-39565, 41-39579, 41-39580, 41-39592, 41-39594, 43-22271, 43-22268, 43-22415, 43-22436, 43-22440, 43-22456, 43-22457, 43-22461, 43-22464, 43-22458, 43-22459, 43-22466, 44-34365, 44-34356, 44-34525, 44-34556, 44-34588, 44-35207, 44-35228, 44-35230, 44-35235, 44-35242, 44-35306, 44-35307, 44-35315, 44-35335, 44-35345, 44-35372, 44-35413, 44-35414, 44-35425, 44-35426, 44-35431, 44-35439, 44-35440, 44-35507, 44-35563, 44-35566, 44-35569, 44-35609, 44-35610, 44-35615, 44-35663, 44-35671, 44-35692, 44-35696, 44-35703, 44-35713, 44-35750, 44-35776, 44-35804, 44-35890, 44-35912.

Aircraft with serials 41-39180, 41-39182, 44-34642 and 44-34746 were converted as TA-26B and were redesignated as TB-26B on 11 June 1948.

Subsequently B-26Bs were converted as CB-26B transports, EB-26B (44-34712), RB-26B reconnaissance aircraft (44-34159, 44-34450, 44-34571, 44-34676), TB-26B trainers (41-39182, 41-39274, 41-39278, 41-39316, 41-39319, 41-39423, 41-39491, 41-39499, 41-39571, 43-22420, 43-22455, 44-34108, 44-34156, 44-34184, 44-34401, 44-34411, 44-34450, 44-34592, 44-34593, 44-34597, 44-34608, 44-34617, 44-34640, 44-34652, 44-34675, 44-34712, 44-34735, 44-34741, 44-34747, 44-35391) and VB-26B staff transports (44-34160, 44-34602, 44-34610, 44-34616, 44-34632, 44-34665, 44-34726). One B-26B with serial 44-34356, was flown as ETB-26B. An aircraft with serial 43-22494 was converted to JDB-26C whilst aircraft with serials 43-22343, 44-22488 and 43-22705 were converted as TB-26C.

The A-26
Douglas Invader

Specifications:
span: 70', 21.34 m
length: 50', 15.24 m
engines: 2 Pratt & Whitney R-2800-27
max. speed: 350 mph, 563 km/h

(Source: USAF, via 10af.afrc.af.mil/photos)
The designation TA-26C was used for 43-22649 and possibly other aircraft. Subsequent conversions included a DB-26C drone director (43-22494, 44-35350 and 44-35666), an EB-26C missile guidance development aircraft (44-35300) which was later redesignated as GB-26C, other EB-26Cs (44-35395, 44-35666, 44-35769 and 44-35839) of which some were later redesignated as JB-26C, another GB-26C with serial 44-35707 later redesignated as JGB-26C, another few JB-26Cs with serials 44-34712, 44-35350 and 44-35666, the TB-26C trainer conversion (41-39274, 43-22537, 43-22546, 43-22657, 43-22710, 44-34186, 44-34663, 44-35213, 44-35250, 44-35301, 44-35371, 44-35409, 44-35433, 44-35437, 44-35455, 44-35495, 44-35569, 44-35656, 44-35667, 44-35707, 44-35756, 44-35807, 44-35901, 44-35931, 44-35975, 44-35983, 44-36992, and 44-35994), a JTB-26C with serial 44-35707 and the VB-26C staff transport (44-35633, 44-35806, 44-35810, 44-35901, 44-35931). Aircraft 44-35555 was converted as a WB-26C.

Earlier a small number of A-26Cs, including serials 44-34416, 44-34440 and 44-35666 had been converted as FA-26C reconnaissance aircraft which were redesignated as RB-26C on 11 June 1948. In addition further B-26Cs were converted as RB-26Cs. The serials were 43-22502, 44-35216, 44-35223, 44-35245, 44-35250, 44-35257, 44-35262, 44-35271, 44-35322, 44-35323, 44-35358, 44-35359, 44-35375, 44-35385, 44-35434, 44-35444, 44-35457, 44-35490, 44-35500, 44-35508, 44-35512, 44-35559, 44-35582, 44-35583, 44-35585, 44-35599, 44-35606, 44-35607, 44-35617, 44-35621, 44-35622, 44-35626, 44-35629, 44-35630, 44-35642/35644, 44-35646, 44-35648, 44-35654, 44-35655, 44-35657, 44-35660, 44-35670, 44-35675, 44-35677/35679, 44-35682, 44-35686, 44-35688, 44-35705, 44-35726, 44-35741, 44-35763, 44-35779, 44-35785, 44-35787, 44-35804, 44-35808, 44-35813, 44-35819, 44-35822, 44-35848, 44-35858, 44-35889, 44-35920, 44-35938, 44-35942.

The XA-26D version was an A-26B with serial 44-34776 which had been modified with R-2800-83 engines and other modifications. 750 examples, including serials 45-22939/22792, 45-54825/55174 of the A-26D production version were cancelled. Two aircraft with serials 41-39543 and 44-34100 were known as A-26D, but these may have been 1960s conversions. Two aircraft with serials 41-39537 and 44-35908 were eventually converted to B-26D. There was also a TB-26D with serial 44-34741.

The A-26E was similar to the A-26B but had a bombardier nose and the length of the A-26C. 1250, including serials 45-17343/19342 and 45-53575/54824, were cancelled although a single A-26C, with serials 44-35633, was re-engined as XA-26E. The XA-26E was a modified A-26B with a General Electric J31 jet engine in the tail. It carried serial 44-34586 and was redesignated as XB-26F on 11 June 1948. Two projected versions, the A-26G and the A-26H were not proceeded with. The former had a raised flight deck. On 18 September 1962 those JD-1Ds remaining in service with the US Navy were redesignated as DB-26J whilst JD-1s remaining in service were redesignated as UB-26J. In the early sixties On Mark Engineering converted a single B-26C as the YB-26K prototype. It had a span of 71'6", 21.79 m, a length of 51'10", 15.80 m, 2 Pratt & Whitney R-2800-103W engines giving it a max. speed 432 mph, 695 km/h. The first flight was made on 28 January 1963. Following this further aircraft were rebuilt with R-2800-52W engines as B-26K. The serials were 64-17640/17679. The designation was later changed to A-26A whilst the designation RB-26K applied to a reconnaissance version. The designation RB-26L was used for aircraft 44-34718 and 44-35782. In January 1961 some aircraft, including 41-39511, 41-39546, 44-34308, 44-34312, 44-34493, 44-34729, 44-35223, 44-35257, 44-35457, 44-35512, 44-35583, 44-35599 and 44-35607 were converted as RB-26P. The non-military designation B-26N is also known as a conversion of older aircraft. Serials included 41-39358, 41-39482, 41-39523, 41-39579, 44-34213, 44-35926.

Many of the cancelled aircraft were built but were sold on the civilian market. Some eventually found their way into USAF inventory again.

Refer also to JD, TB3D
**A-27**
North American NA69

Specifications:
- span: 42'8", 13.00 m
- length: 28'10", 8.79 m
- engines: 1 Wright R-1820-75
- max. speed: 250 mph, 402 km/h

(Source: USAF, via 10af.afrc.af.mil/photos)

The A-27 was an attack version of the AT-6 Harvard design which had been ordered by Chile and Thailand. The 10 aircraft for Thailand were impressed as **A-27** with serials 41-18890/18899.

*Refer also to AT-6*
A-28
Lockheed Hudson

Specifications:
span: 65'6", 19.96 m
length: 44'4", 13.51 m
engines: 2 Pratt & Whitney R-1830-45
max. speed: 259 mph, 417 km/h

A military version of the Lockheed 14, 52 A-28s were ordered with serials 41-23171/23222 and were transferred to the RAF. A further 450 were purchased as A-28A and with serials 42-6582/6681 and 42-46937/47286. They were fitted with R-1830-67 engines and had convertible interiors for troop transports. They were later redesignated as RA-28A.

Refer also to A-29, AT-18, C-63, C-111, O-56, PBO, PV
A-29
Lockheed Hudson

Specifications:
span: 65'6", 19.96 m
length: 44'4, 13.51 m
engines: 2 Wright R-1820-87
max. speed: 253 mph, 407 km/h

Differing from the A-28 only in the engines, 416 A-29s were built with serials 41-23223/23628 and 41-23630/23639. They were to be delivered to the RAF but 153 were repossessed as RA-29 whereas some were diverted to the US Navy as PBO-1. The A-29As were originally ordered as C-63 and 384 were built for the RAF with serials 41-23629, 41-36968/37267 and 42-47287/47369. Several were later repossessed as RA-29A.
The designation A-29B was applied to 24 repossessed A-29s which had been converted for photo survey duties. The designation RA-29B has also been mentioned for these aircraft.

Refer also to A-28, AT-18, C-63, C-111, O-56, PBO, PV
The Baltimore, which flew for the first time on 14 June 1941, was initially purchased by the RAF directly. The designations were applied when the purchases took place through the Lend-Lease programme. The A-30 designation was applied to the Baltimore IIIA and 281 were ordered with serials 41-27682/27962 and delivered to the RAF. Several were repossessed by the USAAF with the designation RA-30 and used with RAF serials, whilst the US Navy and the USAAF used, jointly, one aircraft with Navy serial 09804 and USAAF designation XA-30. The A-30A version had R-2600-29 engines and 894 were ordered with serials 41-27963/28256 and 43-8438/9037. They were delivered to the RAF as Baltimore IV and Baltimore V. A batch with serials 42-14167/14221 was cancelled. The A-30B was a cancelled version with R-2600-13 engines, whilst the A-30C designation was used for a cancelled order of 900 aircraft for the RAF. These had serials 44-15803/16702.

Refer also to A-23
A-31
Vultee V72 Vengeance

Specifications:
- span: 48', 14.63 m
- length: 39'9", 12.12 m
- engines: 1 Wright R-2600-19
- max. speed: 275 mph, 443 km/h

The RAF originally ordered the Vengeance on 3 June 1940 and the first flight was on 30 March 1941. The A-31 designation was applied to 300 aircraft which were ordered on 28 June 1941 under Lend Lease arrangements. 200 were built by Northrop with serials 41-30848/31047 and 100 by Vultee with serials 41-31048/31147. The latter aircraft were sometimes referred to as A-31C. The first flight was on 30 November 1941. The designation RA-31 was later applied to a number which had been repossessed.

The USAF also procured an engineless airframe as XA-31A. It was the original prototype which had received RAF serial AF745 and was now given the serial 42-35824. Later it was fitted with a Pratt & Whitney XR-4360-1 engine and redesignated as XA-31B. The aircraft had a length of 42'3", 12.88 m.

Five A-31s were re-engined with a Wright R-3350-13 engine and used as test beds. Their length was 40'8", 12.40 m and they were redesignated as XA-31C. It is likely that these aircraft were the same as those designated as YA-31C. They carried RAF serials AF756, AF782, AF845, AF887 and AF904. The USAAF serials, if any were ever assigned, are not known.

The designation RA-31C has also been mentioned.

The USAAF also used 243 RAF Vengeances on a reverse Lend Lease arrangement with the RAF. These aircraft used the unofficial designation V-72, carried USAAF insignia but retained their RAF serials.

Refer also to A-35, TBV
A-32
Brewster 34

Specifications:
span: 45'1", 13.74 m
length: 40'7", 12.37 m
engines: 1 Pratt & Whitney R-2800-37
max. speed: 311 mph, 500 km/h

(Source: USAF, via 10af.afrc.af.mil/photos)

Based on the US Navy's SB2A design, two XA-32s were ordered on 30 October 1941 for use as dive/torpedo bombers. The serials of the aircraft were 42-13568/13569. The first aircraft flew on 22 April 1933 and the second aircraft was, for a time fitted with different armament and redesignated as XA-32A. With a length of 40'1", 12.22 m, this aircraft was later converted back to XA-32 standards.

Refer also to A-34, SB2A
**A-33**

*Douglas 8A-5P*

**Specifications:**
- **span:** 47'9", 14.55 m
- **length:** 32'5", 9.88 m
- **engines:** 1 Wright R-1820-87
- **max. speed:** 248 mph, 400 km/h

(Source: W.T. Larkins)

A development of the Northrop 8, 34 aircraft had been ordered by Norway but these could not be delivered because of Norway's occupation by Germany. 18 aircraft were to be acquired by Peru but the purchase was not approved by the US and instead the aircraft were taken over by the USAAF as **A-33** with serials 42-13584/13601. Later those aircraft still in service were redesignated as **RA-33**.

Eventually another 13 aircraft formerly ordered by Norway, were taken over by the USAAF as A-33 with serials 42-109007/109019. In June 1943 these aircraft were delivered to Peru.

*Refer also to A-17*
A-34
Brewster Buccaneer

Specifications:
span:  47'8", 14.53 m
length:  39'2", 11.94 m
engines:  1 Wright R-2600-19
max. speed:  314 mph, 505 km/h

(Source: USAF, via National Museum of the Air Force)

Based on the SB2A design, 450 A-34s were been ordered for the RAF although some reference sources claim only 192 were ordered which were subsequently cancelled. The aircraft carried RAF serials FF419/868. No USAAF serials were allocated.

Refer also to A-32, SB2A
A-35
Vultee 88 Vengeance

Specifications:
span: 48’, 14.63 m
length: 40’, 12.19 m
engines: 1 Wright R-2600-19
max. speed: 273 mph, 449 km/h

The A-35A was a Vengeance built to USAAF standards although it appears that a number were delivered directly to the RAF and other air forces. 99 A-35As were built with serials 41-31148/31246. A prototype was designated as A-35 and was later redesignated as A-35A. The A-35B was fitted with R-2600-13 engines and had a length of 39’9”, 12.12 m. 831 were built with serials 41-31247/31447, 42-94149/94548, 42-101236/101465. Of these 562 were supplied to the RAF and others went to Australia, Brazil and France.

Refer also to A-31, TBV
The **A-36** or **A-36A** was a ground attack version of the P-51A Mustang and 500 were ordered on 16 April 1942 with serials 42-83663/84162. The first flight was on 21 September 1942. The designation **RA-36A** was used for several aircraft which had been withdrawn from use and were relegated to instructional airframes. They included serials 42-83787, 42-83699 and 42-83862.

*Refer also to F-51, R-6*
The XA-37 two-seater attack aircraft was to have been built of Duramold. A development of the model D-2, the project was commenced in 1943 but no aircraft had been ordered by the time it was cancelled. The alternative designation of XP-73A has also been suggested.

The design was a response to Circular Proposal XC-214 and was submitted as a five-seat high altitude bomber. Hughes referred to it as the D-2A, XD-2, DX-2, D-3, XP-37, Convoy Protector, D-4, D-5 and Penetrator.

*Refer also to F-73*
A-38
Beechcraft 28 Destroyer

Specifications:
span:  67'4", 20.52 m
length:  51'9", 15.77 m
engines:  2 Wright R-3350-43
max. speed:  376 mph, 605 km/h

Two examples of the **XA-38** were ordered with serials 43-14406/14407 and the first flight was on 7 May 1944. The aircraft, also named Grizzly, was fitted with a 75 mm cannon in the nose.
A-39
Kaiser-Fleetwings H-60

Specifications:
span: 55'10", 17.02 m
length: 43'9", 13.34 m
engines: 1 Pratt & Whitney R-2800-27
max. speed: 357 mph, 574 km/h

(Source: Kaiser-Fleetwings, via secretproject.co.uk)

The design of this single seat attack aircraft, designated XA-39, was commenced in 1943 but only a mock-up was built. Note that some references have suggested that the design had two engines.
A-40
Curtiss

Specifications:
span:  48', 14.63 m
length:  36½", 11.10 m
engines: 1 Wright R-3350-8
max. speed:  358 mph, 576 km/h

(Source: Curtiss, via secretprojects.co.uk)

No production of this dive bomber, which was similar to the BTC and SB3C, was undertaken. The designation was **XA-40**.

Refer also to **BTC, SB3C**
A-41
Vultee 90

Specifications:
span: 54', 16.46 m
length: 48'8", 14.83 m
engines: 1 Pratt & Whitney XR-4360-9
max. speed: 353 mph, 568 km/h

(Source: USAF, via 10af.afrc.af.mil/photos)

After an initial contract was placed on 10 November 1942 which was subsequently cancelled, two aircraft were ordered on 30 April 1943 with serials 43-35124/35125 and designation XA-41. The first aircraft flew on 11 February 1944 by which time the requirements had changed and the programme was cancelled. The second aircraft was not completed.
A-42
Douglas

Specifications:
span: 70'7", 21.51 m
length: 53'8", 16.36 m
engines: 2 Allison V-1710-39
max. speed: 416 mph, 669 km/h

Two XA-42s were ordered on 25 June 1943 with serials 43-50224/50225 and were redesignated as XB-42 on 21 November 1943, with which designation they were completed. The design has also been associated with the MX-392 project.

Refer also to B-42
A-43
Curtiss 29

Specifications:
span: 76'10", 23.42 m
length: 74'10", 22.81 m
engines: 4 General Electric TG-180
max. speed: 590 mph, 949 km/h

Although the original design specifications called for a single-place twin engined attack aircraft, the XA-43 evolved into a two-seat four turbojet powered attack aircraft. The engines were grouped in two nacelles. It was also known as MX-582 and the design went through several phases, giving rise to several different specifications. Two aircraft were ordered but development was cancelled on 10 September 1945 and the funds were transferred to the XP-87 on 21 November 1945, a design similar in appearance but smaller.

Refer also to F-87
A-44
Convair 112

Specifications:
span: 84'10", 25.86 m
length: 69'5", 21.16 m
engines: 3 General Electric J35
max. speed: 580 mph, 933 km/h

The **XA-44** was a heavy jet engined attack aircraft design which evolved eventually into the XB-53. It was also known as MX-716.

The XA-44 design was slightly different to the XB-53. It had a forward sweep of about 12° and a dihedral of 3° whereas the XB-53 had a forward sweep of 30° and a dehidral of 8°.

*Refer also to B-53*
Based on a November 1944 issued requirement as a replacement for the A-26, the **XA-45** was a 6 crew medium bomber with straight wing, 2 turboprop and 2 jet engines, much like the Martin P4M Mercator. Two aircraft were ordered in February 1946 with serials 46-685/686. Within weeks the ‘Attack’ designation was dropped and the project, also known as MX-838, was redesignated as XB-51 on 23 May 1946. Around the same time the requirements were also changed.

*Refer also to B-51*