



U.S. NAVY AVIATION

By W. T. LARKINS



Douglas A-1H
(Photo - Harry S. Gamm)

In striking contrast with the normal combat life of a military plane, usually about five years, VA-25 flew the AD for slightly over 20 years, including combat in Korea and Vietnam.

The accompanying photo shows 135300 just before its final low-level flight past the reviewing stand. The name of the pilot was Lt. jg T. Hill.

COAST GUARD MARKINGS - CONTINUED

As mentioned in the last issue of the JOURNAL the Coast Guard has adopted a new color scheme for its ships and aircraft. Since that was written it has been possible to get a photo of the new design and it is shown on the next page.

In order to show the development of markings on the Coast Guard Albatross three earlier photos are also presented. The progression from the original plain silver to the present brilliant colors are principally the result of studies that have been undertaken to improve visibility.

Notice how the Coast Guard emblem and the aircraft serial number have moved about over the years.

THE "LAST" SKYRAIDER

The Navy held a formal ceremony at NAS Lemoore on April 10, 1968, to honor the retirement of the Douglas AD/A-1 Skyraider from service.

Bureau Number 135300, which made the last operational flight with VA-25 aboard for the USS Coral Sea off the coast of North Vietnam, was singled out for the honors and for presentation to the Naval Aviation Museum at Pensacola, Florida.

MAIN DIFFERENCES — F4U SERIES AIRPLANES

MODEL DESIGNATION	F4U-1D FG-1D	F4U-4	F4U-4B	F4U-5	F4U-5N	F4U-5P
EXTERNAL RECOGNITION FEATURES	 3-BLADED PROPELLER CIRCULAR ENGINE COWL TWIN PYLONS ON WING CENTER SECTION	 4-BLADED PROPELLER NON-CIRCULAR ENGINE COWL WITH AIR DUCT IN LOWER LIP TWIN PYLONS ON WING CENTER SECTION	 4-BLADED PROPELLER NON-CIRCULAR ENGINE COWL WITH AIR DUCT IN LOWER LIP TWIN PYLONS ON WING CENTER SECTION	 4-BLADED PROPELLER NON-CIRCULAR ENGINE COWL WITH AIR DUCTS ON LOWER HALF OF EACH SIDE TWIN PYLONS ON WING CENTER SECTION CENTERLINE PYLON	 F4U-5 FEATURES RADAR NACELLE ON RIGHT WING	 F4U-5P FEATURES COMPASS TRANS. IN FIN. CAMERA DOORS IN AFT FUSELAGE
COCKPIT		REARRANGED TO CONSOLE TYPE	REARRANGED TO CONSOLE TYPE	REARRANGED IN ACCORDANCE WITH LATEST NAVY CONCEPTS	REARRANGED IN ACCORDANCE WITH LATEST NAVY CONCEPTS	REARRANGED IN ACCORDANCE WITH LATEST NAVY CONCEPTS
ENGINE MODEL	R-2800-8W	R-2800-18W OR R-2800-42W	R-2800-18W OR R-2800-42W	R-2800-32W	R-2800-32W	R-2800-32W
MAXIMUM ARMAMENT*	6—30 CAL. MACH. GUNS 2400 ROUNDS OF AMM. 8—5-INCH ROCKETS 2—1000 LB. BOMBS	6—30 CAL. MACH. GUNS 2400 ROUNDS OF AMM. 8—5-INCH ROCKETS 2—1000 LB. BOMBS OR 2—11.75" ROCKETS	4—20 MM. CANNONS 924 ROUNDS OF AMM. 8—5-INCH ROCKETS 2—1000 LB. BOMBS OR 2—11.75" ROCKETS	4—20 MM. CANNONS 924 ROUNDS OF AMM. 8—5-INCH ROCKETS 1—2000 LB. BOMB (CENTERLINE PYLON ONLY) 2—1000 LB. BOMBS 2—11.75" ROCKETS	4—20 MM. CANNONS 924 ROUNDS OF AMM. 8—5-INCH ROCKETS 1—2000 LB. BOMB (CENTERLINE PYLON ONLY) 2—1000 LB. BOMBS 2—11.75" ROCKETS	4—20 MM. CANNONS 924 ROUNDS OF AMM. 8—5-INCH ROCKETS 1—2000 LB. BOMB (CENTERLINE PYLON ONLY) 2—1000 LB. BOMBS 2—11.75" ROCKETS
MAXIMUM FUEL CARRYING CAPACITY	MAIN FUEL TANK.....237 GALS. THREE DROP TANKS.....510 GALS.	MAIN FUEL TANK.....233 GALS. TWO DROP TANKS.....300 GALS.	MAIN FUEL TANK.....233 GALS. TWO DROP TANKS.....300 GALS.	MAIN FUEL TANK.....234 GALS. TWO DROP TANKS.....300 GALS.	MAIN FUEL TANK.....234 GALS. TWO DROP TANKS.....300 GALS.	MAIN FUEL TANK.....234 GALS. TWO DROP TANKS.....300 GALS.
NORMAL GROSS WEIGHT	12000 LBS.	12500 LBS.	12400 LBS.	12785 LBS.	13200 LBS.	13000 LBS.
*NOT NECESSARILY CARRIED SIMULTANEOUSLY						



Grumman UF-1G, USCG 1276, on a factory flight prior to delivery in 1954. Markings are the same as on the first delivery in 1951. (Photo - Harold G. Martin).



USCG 2123 from Barbers Point, Hawaii, with a new experimental color scheme in December, 1958. Believed to be only one thus painted. (Photo - L. S. Smalley.)



New high visibility markings at San Francisco in September 1959 on new long-wing UF-2G, USCG 2124. Orange nose is outlined in black. (Photo - W. T. Larkins.)



Current standard at San Francisco on May 18, with new model designation of HU-16E. Wide orange band, thin blue band, white fuselage. (Photo - Larkins)



Curtiss XO2C-1, USN A-8845, in 1931 as dark blue Flagplane for admiral's use. Was designated XF8C-7 before and after this period. (Photo - U.S. Navy via F. Dickey, Jr.)



Grumman F8F-1, #95048, showing rare markings used in 1946. 20-F-19 was part of a short-lived postwar attempt to revive prewar system. (Photo - Hugh J. T. Young)