

the other belligerents produced many more types of planes and generally in larger quantities than this country was able to achieve during the short 19 months we were engaged.

For a variety of reasons which completely escaped the 1918-1920 investigations, the U. S. was unable to place on the Front more than a fraction of what she had hoped for. Historians since that time have assumed that the conclusions of the Hughes, the House, and the Senate investigating committees were incorrect in their assessment of the blame for this failure and little original research has been undertaken in the intervening 50 years to modify this interpretation. As a result, virtually everything that continues to reach print covering the program as a whole is merely a repetition of these charges.

Statistically, there are several published sources and one official compilation that are fairly accessible and are good starting points for any investigation into the U. S. program. Four of these are as follows:

1. AMERICA'S MUNITIONS 1917-1918 by Benedict Crowell, 1919; U. S. Government Printing Office.
2. THE MEASURE OF AMERICA'S WORLD WAR AERONAUTICAL EFFORT by Edgar S. Gorrell, 1940; Norwich University.
3. U. S. ARMY AIRCRAFT 1918-1946 by James C. Fahey, 1946.
4. HISTORY OF THE BUREAU OF AIRCRAFT PRODUCTION. An unpublished manuscript, type-written, and compiled by the Air Service in 1919-1920. Several copies have survived including one in the files of the Air Force Museum at Dayton.

These four all take a different approach to telling the story of U. S. production, the third being purely statistical, the others having texts of widely differing content. These will be discussed in order below so that anyone using them or other similar source material can at least appreciate their shortcomings.

Contrary to what one might believe, there was and is only one composite statistical compilation of planes, this being the long list prepared by the Bureau of Aircraft Production (BAP) during the War and continued after by the Program and Statistics Dept. and the History Dept. Captain J. L. Ingoldsby headed this effort through these various reorganizations. Every other listing known to this writer is based on this overall summary.

The unfortunate faults of this BAP record which extended from 1908-1919 are that the pre-war planes are rarely identified completely or correctly; there are some similar errors in wartime models; the most readily available listing ends on December 31, 1918; and the experimental planes

produced under orders from the Engineering Division at McCook Field are only partly covered. These errors and omissions are in all the above four references to some extent.

AMERICA'S MUNITIONS is a thick volume which covers production of all munitions. Written to present the complete picture to the American public, it is broad in scope, non-technical, and criticizes virtually nothing. As a result, it has been labeled as a whitewash. Actually, if the obvious passages of self-praise are ignored and the critical omissions are filled in, the basic statistical data are accurate. In a few areas, such as numbers of foreign planes delivered to the AEF, it corrects the BAP figures.

Gorrell's booklet is primarily a coverage of activities in Europe with the AEF but it does accurately tabulate DH-4's which arrived overseas and lists the engines produced in the U. S. As with all other lists, the only tabulation is of engines covered by large production orders and the small experimental batches are omitted.

Fahey's "little gray book" is the most widely used source in existence and certainly the most accurate, though having its share of mistakes. These errors are invariably those of the original BAP compilation and difficult to uncover. However, the author has managed to correct nearly all errors in model identification and omission of experimental planes that were contained in the BAP listing. Fahey's book is easily the most widely plagiarized aviation book in the world, so its accuracy is most fortunate.

The officially compiled BAP history is a tremendous multi-volume reference which attempts to cover the entire U. S. aviation production program from planes to machine guns. Aircraftwise, it does a remarkable job of bringing together much information which would otherwise have been lost to the historian. Included are short histories of every plane that reached quantity production and some of experimental designs produced in limited numbers.

It contains the most complete list of proposals which were never built and experimental planes that exists. The primary fault of the aircraft histories is their radically different coverage of some models. The worst is easily the Curtiss JN-4 which is so abbreviated that it is impossible to identify the models or numbers built completely. Fortunately, this is the exception, however, and most planes are adequately dealt with.

Basically, anyone researching this area should start with several reasonably accurate sources such as the BAP history and Fahey's book and build from that foundation, being skeptical of everything.

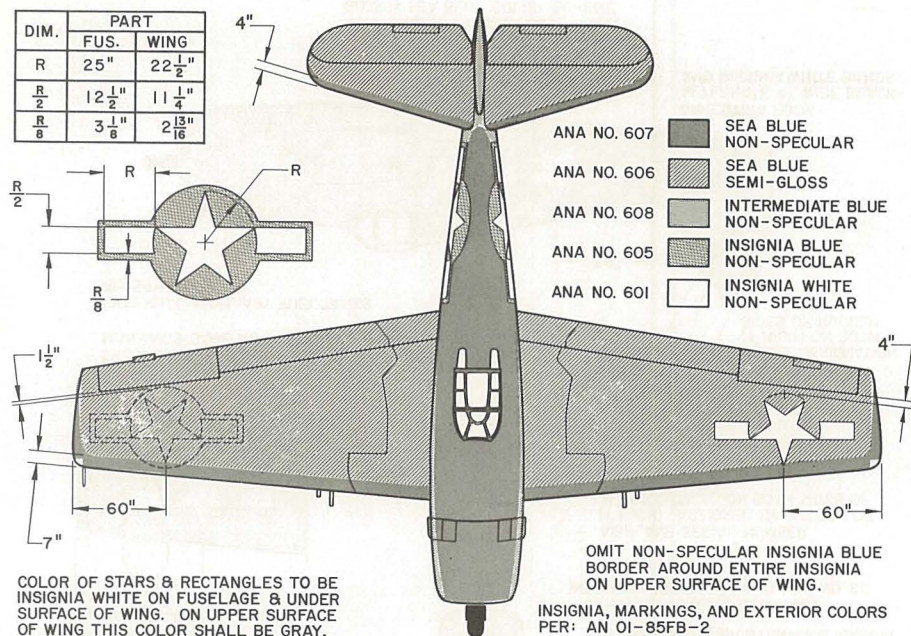
Robert Casari

U.S. NAVY F6F COLORS AND MARKINGS PER SPEC. SR-2

The drawings on the next two pages were made by Member George C. Lee as basic source data for the F6F airplane. The information is taken directly from the then Bureau of Aeronautics Specification SR-2, as applicable to the F6F. There are, in all, ten separate

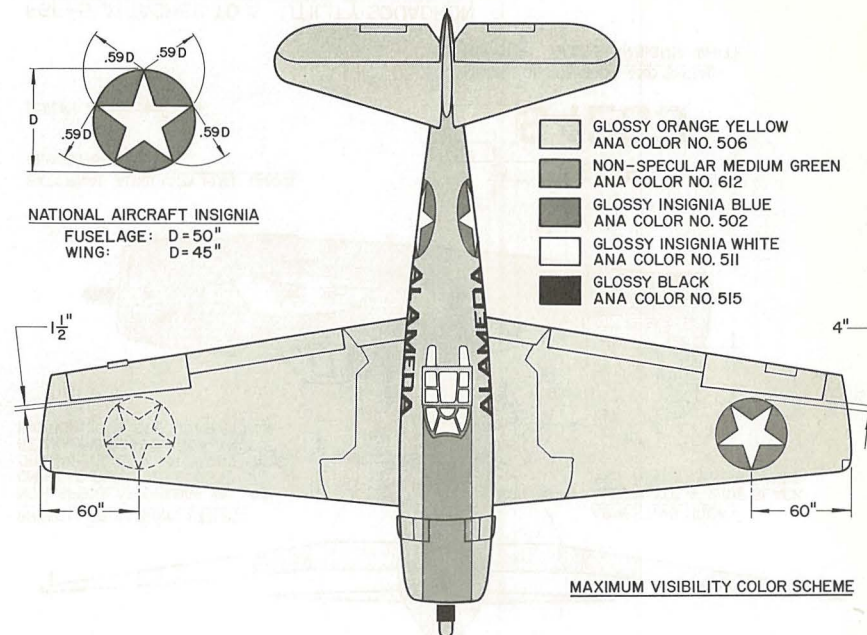
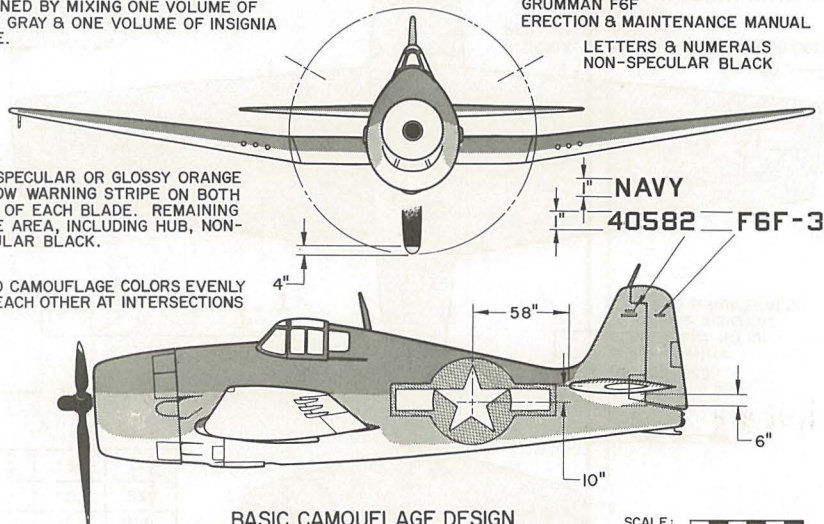
drawings, of which four are shown here, covering the F6F-3 and -5 through Spec SR-2G amdt. 1 dtd 12 May 1950. The other six will be presented in the Fall and Winter 1969 issues.
SEE PAGES 123 AND 124

DIM.	PART	
	FUS.	WING
R	25"	22 1/2"
R/2	12 1/2"	11 1/4"
R/8	3 1/8"	2 13/16"



NON-SPECULAR OR GLOSSY ORANGE YELLOW WARNING STRIPE ON BOTH SIDES OF EACH BLADE. REMAINING BLADE AREA, INCLUDING HUB, NON-SPECULAR BLACK.

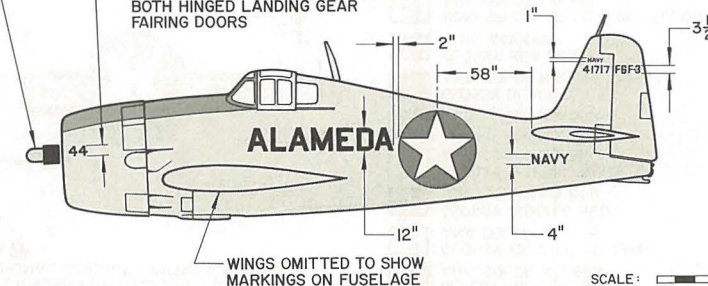
BLEND CAMOUFLAGE COLORS EVENLY INTO EACH OTHER AT INTERSECTIONS



EXTERIOR COLORS, INSIGNIA, & MARKINGS PER SR-2C ADMENDMENT-1 Para. D-4b 2 MARCH 1943

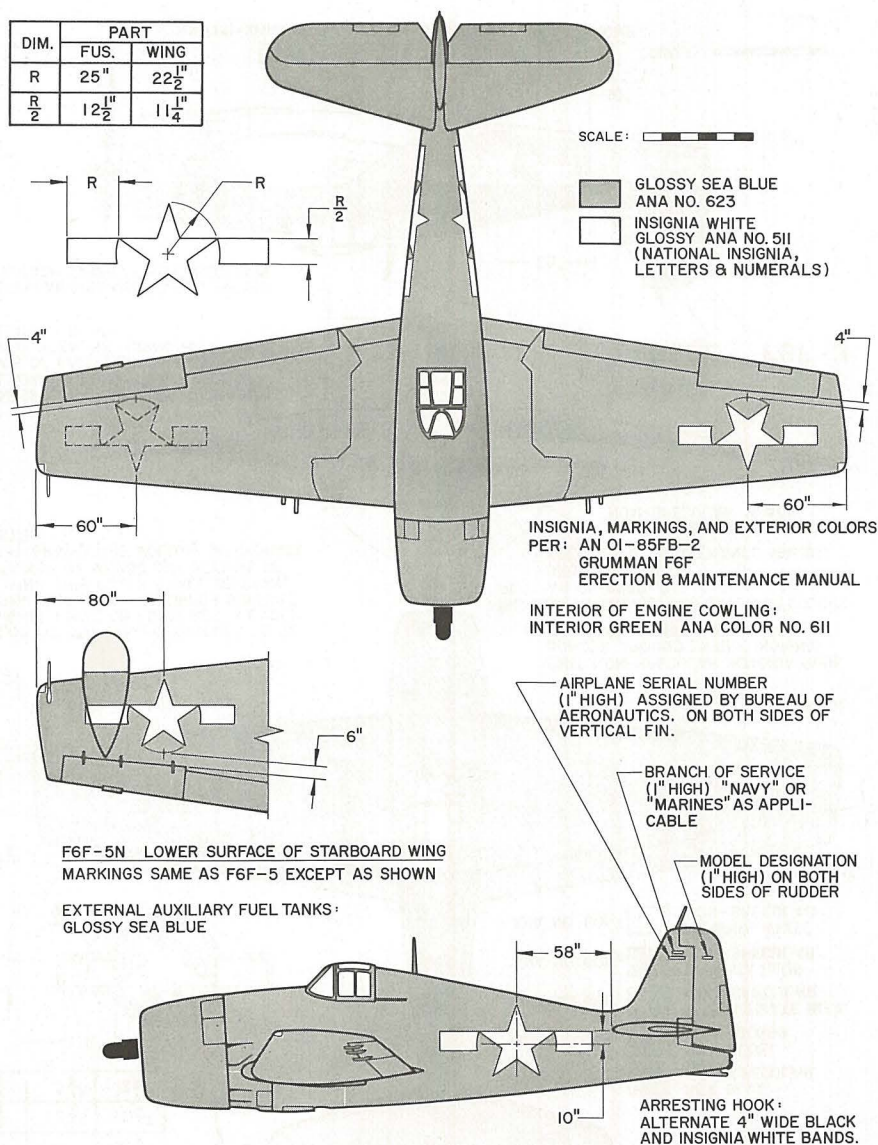
GLASSY ORANGE YELLOW PROPELLER HUB AND 4" WIDE WARNING STRIPE ON BOTH SIDES OF EACH BLADE TIP. REMAINING BLADE AREA NON-SPECULAR BLACK.

4" UNIT AIRCRAFT NUMERALS ON BOTH SIDES OF COWLING AND ON BOTH HINGED LANDING GEAR FAIRING DOORS



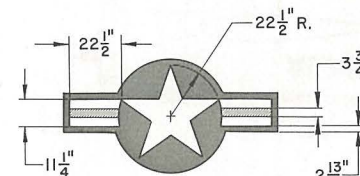
F6F-3 ATTACHED TO A NAVAL AIR STATION USED FOR OPERATIONAL TRAINING PURPOSES

DIM.	PART	
	FUS.	WING
R	25"	22 $\frac{1}{2}$ "
$\frac{R}{2}$	12 $\frac{1}{2}$ "	11 $\frac{1}{4}$ "



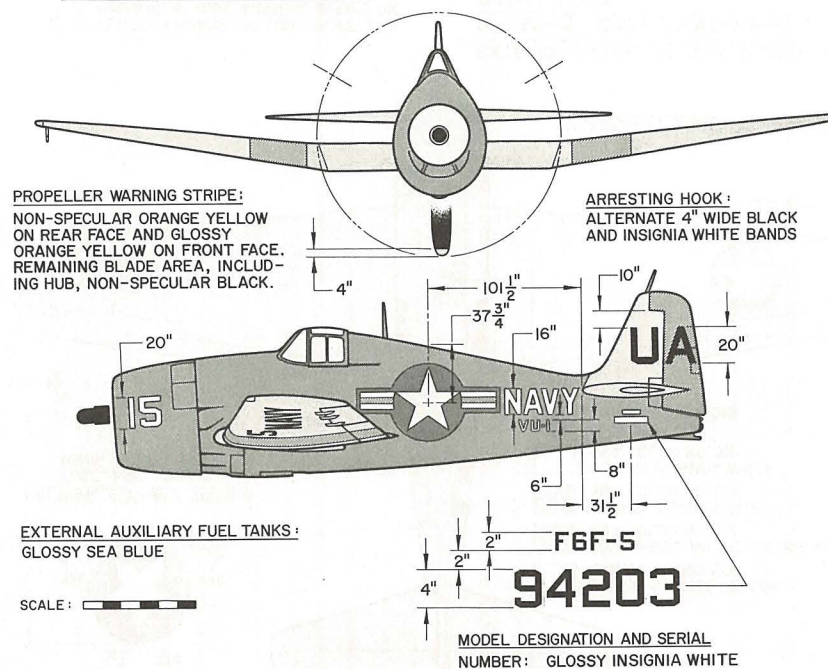
F6F-5 BASIC CAMOUFLAGE
GLOSSY SEA BLUE COLOR SCHEME

DIMENSIONS FOR WING AND FUSELAGE
NATIONAL AIRCRAFT INSIGNIA SHOWN
BELOW



INSIGNIA, MARKINGS, AND EXTERIOR COLORS
PER BUREAU OF AERONAUTICS SPECIFICATIONS
SR-26 AMENDMENT -1 12 MAY 1950

- GLOSSY SEA BLUE
ANA COLOR NO. 623
- GLOSSY ORANGE YELLOW
ANA COLOR NO. 506
- GLOSSY INSIGNIA RED
ANA COLOR NO. 509
- GLOSSY INSIGNIA WHITE
ANA COLOR NO. 511
- GLOSSY INSIGNIA BLUE
ANA COLOR NO. 502
- GLOSSY BLACK
ANA COLOR NO. 515
- GLOSSY SEA BLUE
WING WALKWAY
- NON-SPECULAR ORANGE YELLOW
ANA COLOR NO. 614
- NON-SPECULAR BLACK
ANA COLOR NO. 604



F6F-5 ATTACHED TO A UTILITY SQUADRON
USED FOR TARGET TOWING AND DRONE CONTROL PURPOSES

DRAWN FOR A.A.H.S. JOURNAL BY GEORGE C. LEE