

AIRCRAFT PRODUCED AT THE U.S. NAVAL AIRCRAFT FACTORY

<u>Date of Completion</u>	<u>Quantity</u>	<u>Model</u>	<u>Type*</u>	<u>Engine</u>	<u>Notes</u>
1918	4	N-1	SP	1 Liberty (330)	
1918-19	150	H-16	FB	2 Liberty 12	
1918-19	138	F5L	FB	2 Liberty 12	
1919	2	F6L	FB	2 Liberty 12	
1919	2	SA-1	LP	1 Lawrence L-1	
1919	2	SA-2	LP	1 Lawrence L-1	
1920	4	NC-5, 6, 7, 8	FB	3 Liberty 12	
1920	2	HS-3	FB	2 Liberty	
1920	80	MF	FB	1 Curtiss OXX	
1921	70	VE-7	LP	1 Hispano-Suiza, Wright F-3	
1921	36	M-80	LP	1 Hispano-Suiza H. (A/c designed by Loening. Scrapped by NAF prior to completion after flight of first a/c due to unmaneuverability)	
1921	2	NC-9, 10	SP	4 Liberty	
1922	15	PT-1	SP	1 Liberty	
1923	5	TS-1	SP	1 Wright J-1	
1923	2	TS-2	SP	1 Aeromarinc U-8-D	
1923	1	TS-3	SP	1 Wright E-2	
1923	4	TF	SP	2 Hispano-Suiza	
1923	18	PT-2	SP	1 Liberty	
1923	24	DT-2	SP	1 Liberty	Douglas design.
1924	5	DT-4	SP	1 Wright T-2	
1924	2	PN-7	FB	2 Wright T-2	
1924	1	TG-1	SP	1 Liberty	
1924	3	TG-2, 3, 4	SP	1 Aeromarinc T-6	
1924	1	TG-5	SP	1 Wright E	
1924	3	NO-1	SP	1 Curtiss D-12	
1924	1	PN-8	FB	2 Wright T-3	
1924	3	N2N-1	SP	1 Wright J-1	
1925	1	PN-9	FB	2 Packard 1A-1500 Geared	
1925	1	NM-1	SP	1 Packard LA-1237 (water cooled)-	
1926	2	PN-10	FB	2 Packard 2A-1500 (water cooled)	
1927	1	XTN-1	CL & S	2 Wright R-1750	
1928-29	2	PN-11	FB	2 Wright R-1750	
1928	2	PN-12	FB	2 Wright R-1750	
1929	1	Mercury Racer	SP	1 Packard Xl-A-2775	Mid-wing.
1930	1	XT2N-1	LP	1 Wright R-1750	
1931	1	XP4N-1	FB	2 Wright R-1820-64	
1932	2	XP4N-2	FB	2 Wright R-1820-64	
Oct 1935	1	XN3N-1	CL & S	1 Wright R-790-8	
Aug 1936	1	XN3N-2	CL & S	1 Wright R-790-8	
1937-38	180	N3N-1	CL & S	1 Wright R-790-8, R-760-2 or -4.	

May 1938	1	XOSN-1	CL & S	1	J&W R-1350-36	
Aug 1939	55	SON-1, 1A	CL & S	1	P&W H-1350-22	Curtiss SOC-3
1939	1	XN3N-3	CL & S	1	Wright R-760-2	
Nov 1940	150	N3N-3	CL & S	1	Wright R-760-2 or -8	
Apr 1951	1	xN5N-1	LP	1	Wright R-760-6	
Sep 1941	666	N3N-3	CL& S	1	Wright R-760-8, -2, or -4	
to Jan 42						
Mar 1952	30	SBN-1	LP	1	Wright R-1820-38	Brewster SBA-1
Nov 1942	300	OS2N-1	CL & S	1	P&W R-985-AN-2	Vought OS2U-1
Jun 1943	100	TDN-1	LP	2	Lycoming XA-435-4	
Dec 1944	156	PBN-1	FB	2	P&W R-1830-92	Consol. PBY-5A

* TYPE; FB Flying Boat; LP Land Plane; SP Sea Plane; CL & S Convertable land and seaplane.

Source: Public Information Office, Naval Air Material Center Philadelphia,
U. S. Navy Yard, Philadelphia, Pa.

"A MUSTANG TAKES OFF AND AN ERA ENDS"

Excorps from The Province (Vancouver, Canada), December 4, 1956, page 8; submitted by B. C. Reed,

"Sometime this week a lone Mustang fighter plane will take off from Sea Island airport and set course for Lethbridge. For most people the flight will be just another jarring note in the growing overhead symphony of aviation. But to ground crews and pilots at the international air base and hundreds of veterans of two world wars, it will mark the end of an era - the roaring, zooming, breakneck era that begun with the Spads and Jennies and ended with the Spitfires and Messerschmitts - the era of the propeller-driven fighter.

The Mustangs, together with the twin-boomed Vampires, have been replaced by the speedy F-86 Sabre jets, and the RCAF has announced that the outdated machines have been declared surplus to Crown Assets Disposal Corporation. The lone Mustang and a Vampire will be ferried to Lethbridge for storage. Many airmen in Canada hope this storage plan is the start of an aerial museum, but authorities in the RCAF refuse to commit themselves on the subject.

The planes are those formerly flown by 442 and 443 Auxiliary Squadrons at Sea Island, and their departure, while laced with nostalgia, has sparked statements of "good riddance" among reserve airmen. The machines are obsolete and worn out and ground crews have long since despaired of keeping them airworthy. Group Capt. Ernie McNab, operations chief of 5th Air Division here and whose long history of flying parallels development of the single-engine, low-winged fighter, admits freely he is "glad to see them go". Said the former Battle of Britain pilots "keeping them in the air was a headache. The darn things weren't safe". But he admitted it closes a bitter-sweet chapter in his life. Group Capt. McNab was with the first fighter squadron to operate out of Vancouver - No. 1 Squadron, which was equipped with Hurricanes and flew on the West coast in June, 1939.

RCAF reports it had 88 Mustangs and 29 Vampires on strength at the time of the disposal action,"