

PW-9's IN THE U.S. ARMY

By ROBERT L. CAVANAGH



The prototype PW-9D, airplane number A.C. 27-202, as Project No. XP-504.
(Photo - U.S. Air Force 157415 AC)



The first production PW-9D airplane, No. A.S. 25-295 with long airspeed boom for test.
(Photo - USAF 8450 AS)

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This continues the PW-9 series airplanes begun in the Summer, 1962 JOURNAL which included Tables I and II, covering the XPW-9 and PW-9. In the following pages there are shown the serial numbers and disposition of PW-9A, PW-9C and PW-9D aircraft.

At left, Lt. R.W. Douglass ready for his flight from France Field, Canal Zone, to Washington D.C. (Photo - Olmsted Collection)

Army Air Service Contract No. 7676 (ASO 26-145), entered into on 22 October 1925, called for 24 PW-9 type airplanes. These airplanes had provisions for BC-115 and 116 radio equipment, night flying equipment and a changed fuel system. The service designation for these airplanes was PW-9A. Both Wagner (4) and Bowers (5) report that the sole PW-9B was a conversion of the last PW-9A, A.S. No. 26-375. Wagner and Fahey (6) give the reason for the designation change as the replacement of the Curtiss D-12-C engine, which powered the PW-9A's, with the D-12-D engine, which powered the PW-9C's. According to the "Serial Number Index USAF Aircraft 1918-1946" this airplane was surveyed in July 1931 as a ZPW-9A. Examination of the Master Aircraft Record, WF Form 10-25-27-2M, for this airplane shows that it was procured as a PW-9A. It was involved in an accident at Kelly Field, Texas, on 24 March 1930 and at this time was powered with a D-12-C engine, A.C. No. 26-742. At the time that its survey as a ZPW-9A

was approved it carried a D-12-D engine. The engine change could have been made during an overhaul at the San Antonio Air Depot during September 1930. However, the Master Aircraft Record form never shows a change in designation to PW-9B.

A strengthened airframe as well as a D-12-D engine characterized the 40 airplanes ordered as PW-9C's in June and August of 1926. The last of these airplanes, A.C.No. 27-202, became the prototype PW-9D.

As a change from the routine usage made of the PW-9's heretofore, two PW-9C's were used in 1928 for what was believed to be the longest cross-country flight project undertaken and accomplished by single-seater pursuit airplanes up to that time. (7) Lt's. Robert W. Douglas, Jr., and James E. Parker of the 24th Pursuit Squadron flew PW-9C's, A.C.Nos. 26-457 and 27-195, from France Field, Panama Canal Zone, to Washington D.C., between 10 May and 16 May 1928. The 3815-mile flight was made in 35 hours and 57 minutes of flying time. The purpose of the flight was to enable the two officers to participate in the fifth annual competitive Aerial Machine Gun and Bombing Matches at Langley Field, Hampton, Virginia, during June 1928. Lt. Douglas placed second in the Pilot's Match (Pursuit).

- (4) Wagner, Ray, American Combat Planes, 1960. Hanover House. Page 174.
 (5) Bowers, Peter M., "Forgotten Fighters", Air Progress, Fall, 1958. Street & Smith.
 (6) Fahey, James C., U.S. Army Aircraft 1908 - 1946, 1st Edition, 1946. Ships & Aircraft, New York, 1946. Page 14.

- (7) Anon., "Panama Flyers Arrive at Bolling Field", Air Corps Newsletter, Vol. XII, No. 8, 5 June 1928, Pages 204, 205.

The flight itinerary was as follows:

Date	Depart	Time	Arrive	Time	Miles	Flying Time
May 12	France Field	5:48 pm	David, Panama	7:41 pm	210	1 hr. 53 min.
May 12	David, Panama	8:37 am	Managua, Nic.	12:02 pm	420	3 hr. 25 min.
May 13	Managua, Nic.	5:53 am	Guatemala City	9:26 am	330	3 hr. 33 min.
May 13	Guatemala City	12:30 pm	Minatitlan, Mex.	4:25 pm	375	3 hr. 55 min.
May 14	Minatitlan	10:25 am	Tampico, Mex.	2:15 pm	365	3 hr. 50 min.
May 14	Tampico	3:48 pm	Kelly Field, Tex.	8:13 pm	505	4 hr. 25 min.
May 15	Kelly Field	6:03 am	Muskogee, Okla.	9:45 am	490	3 hr. 42 min.
May 15	Muskogee	10:30 am	St. Louis, Mo.	2:05 pm	370	3 hr. 35 min.
May 15	St. Louis	2:52 pm	Indianapolis, Ind.	5:20 pm	15 min. stop	
May 15	Indianapolis	5:35 pm	Dayton, Ohio	6:40 pm	340	3 hr. 33 min.
May 16	Dayton	1:54 pm	Washington, D.C.	6:00 pm	410	4 hr. 6 min.



(Photo - Olmsted Collection)

Standard PW-9C's were used for the flight. Although a 38-gallon auxiliary fuel tank was carried, armament was not. The only modification made to the airplanes was the welding of an extra flange to the tail skids in order to prevent ground looping and to give less landing roll in any short fields encountered. In addition to the pilot's baggage and flying equipment each airplane carried the following: one .45 cal. service automatic with 80 rounds of ammunition; one Vary pistol with one dozen flares; and one can of emergency rations; two smoke candles; one water canteen; one PW kit complete; 12 spark plugs; one cross-country envelope; one machete; one magnet (extra); one flashlight; spare shock absorber cord; wire, cotter keys, etc. For the flight back to France Field a special auxiliary tank of 65 gallons capacity was designed and built by the Material Division, Wright Field. This tank gave 1 hr. 45 min. more flying time than with the standard auxiliary tank and a total gasoline capacity of 127 gallons. Bendix wheel brakes were also installed on the airplanes. The welding of a 2 inch by 3/4 inch steel flange to the tail skid corrected ground looping tendencies observed when landing with a full auxiliary tank. The ground loop could not be corrected by the use of the wheel brakes. New compasses were also installed and corrected. The return route of 2905 miles via Bolling Field, Jacksonville, Fla.; Havana, Cuba; Telas, Honduras; and Managua, Nic., was recommended by the pilots to be a safe, feasible route for 3-motored landplanes or amphibians with a cruising radius of 800 miles. The pilots left Bolling Field at 9:55 AM on 16 June, 1928 and arrived France Field at 1:05 PM on 11 July. The trip was delayed at Havana, Cuba, from 19 June to 10 July due to difficulties with the grade of gasoline being furnished them. (8)

The following incident was reported concerning the delivery of PW-9C's to the Pacific area: (9)

"The sad news came in the other day at Wheeler Field, Schofield Barracks, T.H., that four of their new PW-9C's were intended for the boys in the Philippines and had been dropped off at Schofield Barracks by mistake. Back into their little boxes they went, once more to take up their journey to their rightful destination."

The addition of wheel brakes and a balanced rudder characterized the PW-9D airplanes ordered under the terms of A.C.O. No. W535 ac713 dated 8-6-27. These airplanes were 323 pounds heavier than the XPW-9's. (10) The degradation in the flying qualities is demonstrated by the comments of the pilot testing the prototype PW-9D, A.C. No. 27-202

"plane so unstable longitudinally that it is affected by any maneuver and assumes abnormal abrupt dive...also pronounced directional instability...ailerons sluggish and plane bumbles laterally at high speed...do not like aileron control...do not like PW-9D nearly so well as P-1 for stunts...necessary to stay with it every moment...tends to ground-loop...all Boeing pursuits have this tendency. (11)

The use of a balanced rudder cannot be considered to be the main external distinguishing feature of the PW-9D's. War Department Technical Order No. 01-20-1, dated 10 June 1928, directed that,

"The use of a balanced rudder larger than that now installed on PW-9 type airplanes improves the directional stability in flight and decreases their tendency to ground loop. A quantity of rudders, in accordance with Dwg. No. X-56215, have therefore been purchased and it is directed that they be installed as soon as practical on all PW-9, PW-9A, and PW-9C airplanes. PW-9D airplanes which are being procured will be equipped with this type rudder."

ADDITIONAL SOURCE INFORMATION AND EXPLANATION TO TABLES:

The squadron assignment, AIRCRAFT NUMBER with the squadron, and DATE information was obtained from accident reports previously at the Air Force Museum at Wright-Patterson Air Force Base and now at the Air University, Maxwell Air Force Base, Montgomery, Alabama. The DATE RECEIVED, STATION assignments, and REMARKS information was obtained from Master Aircraft Record microfilms of the airplane concerned (with the exception of the XPW-9's.) The date of survey listed is the date of survey approval not the date of survey initiation. The dates during which the airplanes were assigned to Depots for overhaul and T.O. Compliance have not, in most cases, been shown.

The DATE received for Wheeler Field airplanes is misleading as listed. The Hawaiian airplanes were transferred to Hawaiian Air Department accountability on 27 December 1926. (12) The Wheeler Field DATE RECEIVED is the first date listed for Wheeler assignment on the Master Aircraft Record Form. Actually, however, the 6th and 19th Pursuit Squadrons were transferred from Luke Field to Wheeler Field early in 1927. (13) Information concerning the Boeing Pursuit Airplane prior to its shipment to McCook Field was taken from Harold Mansfield's VISION, (14) a book highly recommended to the interested reader. All other information concerning the XPW-9's and production PW-9's was obtained from the Project Engineering Record Books for the XPW-9 and PW-9. These books were previously located at the Air Force Museum. The assistance and encouragement given by the personnel of the Research Branch, Air Force Museum, is gratefully acknowledged.

Addendum to Part 1

On Page 110 of the JOURNAL, Summer, 1962, the Lt. Brookley mentioned as test pilot for Project Airplane P-355 was Lt. Wendell H. Brookley.

- (12) Per First Endorsement from Office of the Chief of the Air Corps, 12-27-26. Philippine airplanes transferred to PAD by same authority.
- (13) Anon., Air Corps Newsletter, Vol. XI, No. 2, 17 Feb 1927, Page 46.
- (14) Mansfield, Harold, Vision, a Saga of the Sky. 1956. New York: Duell, Sloan and Pierce. Pages 47 - 51.

- (8) Anon., Air Corps Newsletter, Vol. XII, No. 13, 13 Sept 1928, Page 331 and following.
- (9) Anon., Air Corps Newsletter, Vol. XI, No. 15, 8 Dec 1927, Page 351.
- (10) Fahey, James C. U.S. Army Aircraft 1908 - 1946. First Edition, 1946. Page 14.
- (11) Performance Test on PW-9D, A.C. No. 27-202, Air Corps Technical Report, dated 3 July 1928.

TABLE III
PW-9A

A.S. NO.	DATE REC.	STATION	SQUADRON	A/C NO.	DATE	REMARKS
26-351	6-17-26 9-10-26 5-31-27	HAD Luke RAD	19th Pur	28	12-26	Shipped 11-23-27 to HAD
	1- -28 2- -29 12- -29 1- -30	HAD Wheeler Luke Wheeler				Surveyed 1-27-31 as PW-9A
26-352	6-17-26 9-10-26 2- -29	HAD Luke Wheeler				Surveyed 1-19-31 as PW-9A
26-353	6-17-26 9-10-26	HAD Luke	19th Pur		7-27	Surveyed 9-16-27 as PW-9A due to wreck.
26-354	6-17-26 9-10-26 2- -29	HAD Luke Wheeler				Surveyed 9-26-30 as PW-9A
26-355	6-17-26 9-10-26 2- -29	HAD Luke Wheeler				Surveyed 9-26-30 as PW-9A
26-356	6-17-26 9-10-26 2- -29	HAD Luke Wheeler				Surveyed 9-26-30 as PW-9A
26-357	7-26-26	France				Surveyed 9-27-29 as PW-9A
26-358	7-26-26	France				Surveyed 1-24-30 as PW-9A
26-359	7-26-26	France				Surveyed 1-28-30 as PW-9A
26-360	7-26-26	France	24th Pur	10	7-27, 12-29	Surveyed 1-16-30 as PW-9A due to wreck.
26-361	7-26-26	France				Surveyed 1-28-30 as PW-9A
26-362	6-23-26 10- 5-26	PAD Clark				Surveyed 9-24-30 as PW-9A
26-363	6-23-26 10- 5-26	PAD Clark				Surveyed 9-24-30 as PW-9A
26-364	6-23-26 10- 5-26	PAD Clark	3d Pur	8	1-29	Surveyed 4-15-29 as PW-9A due to wreck 1-26-29
26-365	6-23-26 10- 5-26	PAD Clark				Surveyed 4-12-29 as PW-9A

TABLE III
PW-9A (Continued)

A.S. NO.	DATE REC.	STATION	SQUADRON	A/C NO.	DATE	REMARKS
26-366	6-23-26 10-31-26	PAD Clark				Surveyed 5-22-29 as PW-9A
26-367	6-17-26 9-10-26 2- -29	HAD Luke Wheeler				Surveyed 7-29-30 as PW-9A
26-368	6-17-26 9-10-26 2- -29 7- -30	HAD Luke Wheeler Luke				Master Aircraft Record Form states airplane equipped with "Lib Engine No. 26-747" at time of accident on 9-17-26. Surveyed 9-26-30 as PW-9A due to Fair Wear
26-369	7-10-26 9-10-26 5- -29	HAD Luke Wheeler	19th Pur 6th Pur		9-26 11-29	Surveyed 12-20-29 as PW-9A due to wreck 11-2-29
26-370	7-10-26 9-10-26 7- -29	HAD Luke Wheeler				Surveyed 8-11-30 as PW-9A
26-371	2-21-27 3-29-27 10-27-27 9-28-28	SAAD Kelly RAD RAD SS				Surveyed 8-28-30 as PW-9A
26-372	8-18-26 11-10-26 3-11-27 1-28-28 6-11-29 10-16-29	SAAD Kelly McCook Chanute FAD Chanute		2	7-28	Dept of Mech 9-3-30 as PW-9A
26-373	8-18-26 10- 8-26 6-24-27 8-15-28	SAAD Kelly SAAD RAD SS	43d Sch 95th Pur	3	6-27	Surveyed 9-11-29 as PW-9A
26-375	2-21-27 5-16-27 10- 3-27 7- -29 10-11-29	SAAD Brooks Ft. Leavenworth SAAD Kelly	43d Sch	50	4-31	Surveyed 7-17-31 as ZFW-9A

TABLE IV
PW-9C

A.C. NO.	DATE REC.	STATION	SQUADRON	A/C NO.	DATE	REMARKS
26-443	8- 4-27	France	24th Pur	1	11-27	Surveyed 6-9-28 as PW-9C due to wreck 11-22-27
26-444	8- 4-27 8- 4-30 10-21-30	France SAAD Kelly	43d Sch	62	2-31	Surveyed 4-10-31 as PW- 9C due to wreck 2-10-21

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TABLE IV
PW-9C (Continued)

A.S. NO.	DATE REC.	STATION	SQUADRON	A/C NO.	DATE	REMARKS
26-445	8- 4-27 9- 4-30 11- 5-30 1- 7-32	France SAAD Kelly Aberdeen	43d Sch	65	1-31	Surveyed 2-15-32 as PW-9C
26-446	11- 9-27 1- -29 10- -30	PAD Clark Camp Nichols				Surveyed 1-18-32 as PW-9C
26-447	7- 4-27 3- -29 10- -30	PAD Clark Camp Nichols				Surveyed 10-9-31 as PW-9C
26-448	7- 4-27 3- -29 10- -30	PAD Clark Camp Nichols				Surveyed 10-9-31 as PW-9C
26-449	7-11-27 1- -29 10- -30	PAD Clark Camp Nichols				Surveyed 10-9-31 as PW-9C
26-450	7-11-27 1- -29 10- -30	PAD Clark Camp Nichols				Surveyed 1-18-32 as PW-9C
26-451	9-13-27 2- -29	HAD Wheeler				Surveyed 4-15-31 as PW-9C
26-452	9-13-27 5- -29	HAD Wheeler	19th Pur	44	7-29	Surveyed 8-31-29 as PW-9C due to wreck 7-1-29
26-453	8- 8-27 8-13-27 2-10-28 10- 3-28 8- 4-29 1- 9-32	FAD Wright MAD Bolling Kelly Aberdeen				Converted to XPW-9C per letter Chief Experimental Engineering Section dated 11-28-27 Converted from XPW-9C to PW-9C
26-454	8- 8-27 8-31-27 6-25-28 1-24-29 5-22-29 9- -30	FAD Chanute FAD RAD PAD Camp Nichols	43d Sch	53	10-29 6-30	Surveyed 2-16-32 as PW-9C
26-455	9-13-27 2- -29	HAD Wheeler	6th Pur	14	12-28	Wrecked on 12-7-28. Dropped from records June 1929
26-456	9-13-27 2- -29	HAD Wheeler				Dropped from records 11-7-31 per 2d Ind of Hawaii
26-457	8-31-27 3- -28	RAD France	24th Pur	1	8-29	Surveyed 7-26-30 as PW-9C

TABLE IV
PW-9C (Continued)

A.C. NO.	DATE REC.	STATION	SQUADRON	A/C NO.	DATE	REMARKS
27-178	8- 4-27	France	24th Pur	13	5-28, 8-29	Surveyed 9-7-29 as PW-9C due to wreck 8-1-29
27-179	8- 4-27 9- 4-30 10- -30	France SAAD Kelly	43d Sch	66	8-31	Surveyed 10-3-31 as PW-9C due to wreck 8-6-31
27-180	9-13-27 2- -29	HAD Wheeler				Surveyed 9-24-31 as PW-9C due to Fair Wear and Tear
27-181	9-13-27 2- -29	HAD Wheeler	26th Att	68	8-31	Surveyed 10-15-31 as PW-9C due to wreck 8-10-31
27-182	9-13-27	HAD Wheeler	19th Pur	45	12-27	Surveyed 4-28-28 as PW-9C due to wreck 12-8-27
27-183	9-13-27 2- -29	HAD Wheeler	19th Pur	43	7-29	Surveyed 8-31-29 as PW-9C due to wreck 7-1-29
27-184	9-13-27 2- -29	HAD Wheeler				Surveyed as PW-9C due to Fair Wear and Tear
27-185	9-13-27 7- -29 4- -31	HAD Wheeler HAD				Surveyed 8-13-31 as PW-9C due to Fair Wear and Tear
27-186	8- 2-27 9-26-27 6-29-28	FAD Bolling MAD				Surveyed 10-22-28 as PW-9C due to wreck 5-28-28
27-187	8- 2-27 9-30-27 7- 8-29 7-29-29 10- 8-29	FAD Ft. Leavenworth Kelly SAAD Kelly	43d Sch	51	7-29	Surveyed 10-14-31 as PW-9C due to Fair Wear and Tear
27-188	8- 3-27 9-26-27 7- 5-28	FAD Bolling MAD				Wrecked 6-9-28 by tornado Surveyed 10-22-28 as PW-9C
27-189	8- 3-27 11-10-27 4- -29 6- 5-29 5-27-30	FAD Chanute FAD Wright Kelly				Surveyed 11-11-31 as PW-9C due to Fair Wear and Tear
27-190	8-22-27 3- -28 5-21-28 10-30-28 5-9-29 10-17-29 4-11-30 6-30-30	RAD March RAD RAD SS RAD RAD SS RAD Kelly		11	4-28	
			43d Sch	64	3-31	Surveyed 5-18-31 as PW-9C due to wreck 3-18-31

TABLE IV
PW-9C (Continued)

A.S. NO.	DATE REC.	STATION	SQUADRON	A/C NO.	DATE	REMARKS
21-191	8-22-27	RAD				
	8-22-27	RAD SS				
	6- 5-28	RAD				
	3- -29	Clark	3d Pur	6	10-29	
	9- -30	Camp Nichols				Surveyed 1-18-32 as PW-9C
27-192	8-16-27	March		12	1-28	
	3-10-28	RAD				
	8-21-28	France	24th Pur	24	6-30	Surveyed 11-5-30 as PW-9C due to wreck 6-27-30
27-193	8-16-27	March				
	12- 2-27	RAD				
	6-22-28	March				
	8-28-28	RAD				
	10-16-28	March				
	8- 5-29	RAD SS				
	2- -30	RAD				
	6-18-30	Kelly	43d Sch	70	10-31	Surveyed 12-30-31 as PW-9C
27-194	8-31-27	RAD				
	2-12-28	HAD				
	2- -29	Wheeler				Dropped as PW-9C by 2 + 2 Report on 11-7-31
27-195	8-31-27	RAD				
	3- -28	France				
	9- -30	SAAD				
	12- 1-30	Kelly	43d Sch	61	3-31	
	3-25-31	SAAD				Surveyed 6-16-31 as PW-9C due to wreck 3-23-31
27-196	8-31-27	RAD				
	4-22-28	RAD				
		Clark	3d Pur			Surveyed 12-13-28 as PW-9C due to wreck 9-25-28
27-197	8-31-27	RAD				
	3- 9-28	March		12	5-28	
	5-31-28	RAD				
	12- 7-28	RAD SS	95th Pur	9	4-29	
	4-24-29	RAD				
	10- 2-29	RAD SS	95th Pur	21	10-29	
	4-22-30	RAD				
	5- -30	Kelly	43d Sch	19	7-30	Surveyed 9-26-30 as PW-9C due to wreck 7-24-30
27-198	9-13-27	HAD				
	3- -29	Wheeler				Dropped as PW-9C by 2 + 2 Report on 11-7-34.
27-199	9-13-27	HAD				
	2- -29	Wheeler	6th Pur	8	11-30	Surveyed 3-25-31 as PW-9C due to wreck 11-20-30
27-200	9-13-27	HAD				
	2- -29	Wheeler	6th Pur	16	10-29	Surveyed 10-4-29 as PW-9C due to wreck 10-4-29

Note: Serial Number Index USAF Aircraft 1918-1946 states that 27-198 was surveyed in Nov. 1931 as a PW-9C.

TABLE IV
PW-9C (Continued)

A.S. NO.	DATE REC.	STATION	SQUADRON	A/C NO.	DATE	REMARKS
27-201	9-13-27	HAD				
	2- -29	Wheeler				
27-202	1-12-28	Wright		XP-504		
	8-24-28	Ft. Leavenworth				Surveyed 9-24-31 as PW-9C due to Fair Wear and Tear
	7-13-29	Kelly	43d Sch	54	4-30	Converted from PW-9C to PW-9D on 1-14-28
	4-14-30	SAAD				
	7-16-30	Kelly	43d Sch	54	4-31	Surveyed 5-25-31 as PW-9D due to wreck 4-6-31

TABLE V
PW-9D

A.C. NO.	DATE REC.	STATION	SQUADRON	A/C NO.	DATE	REMARKS
28-26	4-25-28	RAD				
	7-11-28	RAD SS	95th Pur	16	10/29	
	1- 9-30	RAD				
	5-16-30	Kelly				Surveyed 12-30-31 as PW-9D
28-27	4-25-28	RAD				
	7-11-28	RAD SS				
	6- 3-29	RAD				
	8-21-29	Kelly	43d Sch	55	12-29	Surveyed 2-17-32 as PW-9D due to Fair Wear and Tear
28-28	4-25-28	RAD				
	7-11-28	RAD SS	95th Pur	18	12-29	
	12-23-29	RAD				
	5-22-30	Kelly	43d Sch	68	3-31	Surveyed 10-27-31 as PW-9D
28-29	4-25-28	RAD				
	7-11-28	RAD SS	95th Pur	9	9-28	Surveyed 2-5-29 as PW-9D due to wreck 9-10-28
28-30	4-25-28	RAD				
	5-14-28	RAD SS	95th Pur			
	5- 9-29	RAD				
	8- 2-29	Kelly	43d Sch	52	2-30, 12-30	
	1-13-32	Randolph	(Class 25 for Gnd Inst. purposes)			Surveyed 2-27-34 as PW-9D
28-31	4-28-28	RAD				
	7-11-28	RAD SS	95th Pur	1	9-28	Surveyed 1-25-29 as PW-9D due to wreck
28-32	5- 1-28	RAD				
	7-11-28	RAD SS				
	1- 9-30	RAD				
	5-21-30	Kelly	43d Sch	24	8-30	
				69	7-31	
	7-28-31	SAAD				Surveyed 10-14-31 as PW-9D due to Fair Wear and Tear

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A.S. NO.	DATE REC.	STATION	PW-9D		DATE	REMARKS
			SQUADRON	A/C NO.		
28-33	5- 1-23	RAD				
	7-11-28	RAD SS				
	1-25-30	RAD				
	5-24-30	Kelly	43d Sch	21	7-30	Surveyed 9-4-30 as PW-9D due to wreck 7-15-30
28-34	5- 1-28	RAD				
	7-11-28	RAD SS				
	6- 3-29	RAD				
	9-12-29	Kelly	43d Sch	56	11-29, 9-30	North Texas Agricultural College on 12-24-31
28-35	5- 1-28	RAD				
	7-11-28	RAD SS	95th Pur			
	11-26-28	RAD				
	1- 9-30	RAD SS	95th Pur 11th Bom	28	4-30	
	4-23-30	RAD				
	7-21-30	Kelly	43d Sch	60	3-31	
			43d Sch	74	7-31	
	7-28-31	SAAD				Surveyed 10-14-31 as PW-9D due to Fair Wear and Tear
28-36	5-10-28	FAD				
	6-19-28	RAD SS	95th Pur	11	9-28	Surveyed 1-25-29 as PW- 9D due to wreck 9-25-28
28-37	5-10-28	FAD				
	8-24-28	RAD SS	95th Pur			Surveyed 11-14-29 as PW-9D due to wreck 4-21-29
28-38	5-10-28	FAD				
	8-24-28	RAD SS				
	6- 3-29	RAD				
	9-12-29	Kelly	43d Sch	57	1-30	Surveyed 5-6-30 as PW-9D due to wreck 1-24-30
28-39	5-10-28	FAD				
	8-24-28	RAD SS				
	6- 3-29	RAD				
	8-14-29	Kelly	43d Sch	54	8-29	Surveyed 1-22-32 as PW-9D
28-40	5-18-28	Wright		XP-516		Surveyed 1-29-30 as PW-9D due to wreck 10-25-29
28-41	8-21-28	Wright				As XP-7
	2-11-29	Selfridge				As XP-7
	2-10-30	FAD				Converted to PW-9D 4-15-30
	5- -30	FAD SS				
	6-25-30	FAD				
	6-11-31	Kelly	43d Sch	71	9-31	Surveyed 10-27-31 as PW-9D due to wreck 9-4-31

The exact meaning of "RAD SS" is unknown. It was apparently used to distinguish the tactical squadron(s) at Rockwell Field from the Rockwell Air Depot.