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*United States Air Force serials, to [Merseyside Aviation Society] on www.nxgvision.com *FREE* shipping on qualifying offers. Stated fourth edition bound in pictorial stapled wrappers. 6 1/4 x 8 1/4.*

Air Force has defended this country in the air, space and cyberspace through the skill and the bravery of American Airmen. The dawn of the new century witnessed man take to the air for the first time in a heavier-than-air-powered aircraft conceived and flown by two Ohio bicycle salesmen. Their maiden flight on that cold, windy December day in , and the subsequent decade of innovation that followed, would help put the U. For centuries, war was reserved for the battlefields and the high seas. But when the war to end all wars broke out in Europe on July 28, , the once-peaceful skies would quickly know the ravages of manned conflict. Soon, fixed-wing aircraft would be conducting ground attacks and taking part in aerial dogfights with the U. And there was no battleground more vital to victory than the sky above. It was a time of relative peace, but not idle times. In the process, the U. When war broke out between North and South Korea, the United States once again found itself thrust into an international conflict thousands of miles from home. Backed by China and the Soviet Union, North Korea was on the brink of victory when America entered the fray and turned the tide. The war ultimately ended in a stalemate, but the U. The decade that separated the Korean and Vietnam wars bore witness to many achievements of the human spirit. Suddenly the skies were no longer high enough, as man began reaching for the stars. And Airmen continued to test the boundaries of the human body by flying faster and higher and longer than anyone had ever traveled before. The battle to halt the spread of communism drew the U. Over the course of the campaign, the importance of air superiority and the use of new tactics and more sophisticated weapons systems would forever change the way wars are fought. After nearly a decade of fighting an unpopular war overseas, the Air Force experienced an era of relative peace that saw new breakthroughs in technology and service. In the years that followed the Vietnam War, the many contributions by women and minorities in the Air Force were being recognized and new opportunities were being opened. As the 20th century came to a close, the U. Shortly after the world celebrated the birth of a new century, the U. August 1, 1st Lt Thomas E. Selfridge August 2,

Chapter 2 : United States military aircraft designation systems - Wikipedia

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Subsequent aircraft were numbered in sequence. On 1 July , a new serial system was introduced that was based on the United States Fiscal Year , which continues to the present day. For example, the first aircraft to be procured with fiscal year funds was a Boeing BH serialed Although USAF was independent from the Army, Army aircraft continued to be allocated in the same numeric sequence until United States Army[edit] In , the United States Army continued to use the fiscal year serials, but the numeric element was started at for each year. In , the sequence was started at , and was not restarted with each fiscal year. The Navy allocated a prefix for each manufacturer, and the first aircraft was serialed A-1, with A allocated to Curtiss. Different letters were also allocated to the same manufacturer, but for different types of aircraft, for example Curtiss amphibians were allocated E. A was allocated for heavier-than-air types for example AB was a flying boat and AX was an amphibian. All surviving aircraft from the original system were reserialled. In , the individual number sequences were stopped, and a combined sequential numerical system was started at number The numbers were official designating numbers, but became known as Bureau Numbers BuNos due to their assignment by the Navy Bureau of Aeronautics. In , the service ceased using the A prefix; the last such serial was A In , when the sequence reached , the sequence was restarted at At the start of the s, so many aircraft were purchased that surviving aircraft from the first sequence could be confused with second-series aircraft, and the sequence was stopped at In , the third sequence was started at with five digits. When the third sequence reached , it continued with six digits which continues to date. United States Coast Guard[edit] In , the United States Coast Guard purchased its own aircraft, and they were assigned one or two digit serial numbers. In , the system was changed to a three-digit number with the first digit indicating an aircraft type. In , this was changed again, and all aircraft including those withdrawn from use were allocated serials starting with V In , the V prefix was removed and replaced with digit 1 to make four-digit serial numbers, which continues to the present. Since , executive aircraft operated for the Secretary of the Treasury were assigned their own sequence beginning with 1. Later, the prefixes were not always marked, and were eventually dropped. From , the serial number was applied to the fin or boom if a helicopter “ alternatively, the North American A Apache usually had its serial showing on the fuselage instead “ with the first digit of the fiscal year being omitted. The serial would not be allowed to be less than four digits for example B serial number was marked , but there was no upper limit for example YPA was marked as When the original fiscal year of a serial became ten years earlier than the current fiscal year, the tail number was often prefixed with a zero, for example instead of for UH-1H fiscal serial This was for disambiguation purposes, to avoid confusion with tail numbers for later fiscal years. The practice was generally abandoned in the s. The notion that it was O for Obsolete is a widespread myth. The system is still in use. Aircraft that use the tactical style of marking EX: This is a combination of the two consecutive zeros, one from the last digit in the build year and the other from the first digit in the aircraft number. In , camouflaged tactical aircraft were marked with modified presentation with the fiscal year followed by the last three digits of the serial number. Also, the letters AF were often added as a prefix or nearby. Whatever the serial presentation on the fin, the full fiscal serial is always presented in a technical data block, which is normally on the port left side near the cockpit. Often a portion of the aircraft serial number is also painted on the aircraft nose as is done with helicopters or on the nose landing gear door as is done on fighters and bombers to help ground and air crew personnel speedily identify a certain aircraft as it approaches while taxiing into or out of parking spots or elsewhere around an airfield. Presentation Navy and Marine Corps [edit] a Curtiss Model H with early fuselage presentation used by the Navy Each Navy and Marine Corps aircraft normally has its Bureau Number plus the type designation marked in small letters on the rear fuselage. Sometimes the last four digits of the serial are painted on the fuselage or vertical stabilizer fin. Sometimes the last three digits are used as the side codes also known as nose numbers or MODEXs most commonly in the USN P-3C Orion and P-8A Poseidon fleet , but on most operational aircraft this is normally a squadron assigned code instead of a shortened serial number.

Chapter 3 : Aerial Visuals - Airframe Dossier - Douglas-Basler BTA, s/n USAF, c/n , c/r C-GGSU

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Chapter 4 : USASC-USAAS-USAAC-USAAF-USAF Military Aircraft Serial Numbers to Present

United States Air Force In , when the USAAF became the United States Air Force (USAF), the sequence continued unchanged. Although USAF was independent from the Army, Army aircraft continued to be allocated in the same numeric sequence until

History Memphis Belle and Crew The th Airlift Wing began in when the secretary of war authorized the adjutant general of Tennessee to organize an air unit of the National Guard in Memphis. After months of planning and negotiating with local, state, and federal governments, the th Fighter Squadron obtained federal recognition on 23 December along with the following support units: Read full history below. On 23 December the th Fighter Squadron obtained federal recognition along with the following support units: Total personnel authorized to these four units was 50 officers and enlisted. The famed P Mustang was the first aircraft assigned to the th Fighter Squadron. In , the "P" for pursuit designation was changed to "F" for fighter. In January the th was called to federal service to prepare for missions in support of the Korean Conflict and tasked to modify its fleet of F aircraft with photo recon equipment. The th continued to fly the RB for the next three years. On 1 April the th converted to the RF aircraft. RFs were brand new jet aircraft right off the assembly line. Their mission remained tactical reconnaissance for another five years. It was on this date the th Air Transportation Group Heavy was activated as the parent unit and the th was re-designated an Air Transportation Squadron Heavy. The unit received the Boeing C Stratofreighter, a heavy military transport based on the B This mission change was an exciting time for the Airmen of the th and the glamour of worldwide missions resulted in high morale among the Airmen. In May the th set many records for its airmanship: The th continued to fly strategic military airlift missions in Old Shaky until May The mission remained military airlift but was tactical in nature. The unit performed its first aerial delivery mission on 8 February In the s Desert Storm brought the activation of several units of the th Tactical Airlift Group. One unit noted for its service was the th Mobile Aerial Port Squadron. This unit was the first Air National Guard aerial port unit activated for Desert Storm and served a six-month tour in the desert with distinction. For several months the unit flew both CAs and CBs. In October , the AG was re-designated the th Airlift Wing and performed notably across a wide range of strategic airlift mission sets. The wing was one of the last to operate the updated CC. The unit deployed and flew its first E-SID mission within 40 hours of initial notification. Although some Airmen deployed for longer periods of time, most supported this mission on a day rotational basis until December The wing wasted no time and retired the first of its nine Cs in November The final aircraft, tail number , was retired following a brief ceremony at the ANG Base on 2 May The conversion was marked with a mission change ceremony on 1 October in conjunction with the unit training assembly drill. Additional C-5s were transferred to the th over the next three fiscal years, resulting in a fleet of 10 C-5 aircraft. In September , the AW moved into its new, state-of-the-art facility. During the unprecedented physical transition, the wing continued to support the war effort by deploying to McGuire AFB, forming the first C-5 air expeditionary group in the history of the USAF. Boasting unprecedented mission capability rates, this deployment had the coincidental effect of validating the expeditionary concept of C-5 operations. The wing has maintained a responsive and ready presence for our state mission as well, answering the call for Hurricanes Katrina and Rita along with Haiti relief and domestic disaster exercises. In , the AW learned it would once again enter aircraft conversion; this time receiving C The first C arrived at Memphis in November As of January , the wing is programmed for a fleet of eight C aircraft. History of the ANG Ang:

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After the the United States Army Air Force was split off from the US Army and became a separate service, the United States Air Force on September 18, , both the Army and the Air Force continued to use the same set of serial numbers for their aircraft.

It was allocated the serial number 1. Further Army aircraft were assigned serial numbers in sequence of their purchase. Unfortunately, early records from these days are rather incomplete, and there are numerous gaps and conflicts. To add to the confusion, it often happened that at the time an aircraft was rebuilt, it was assigned a brand new serial number. Some aircraft from this period for example the DH-4 "Liberty Plane" are known to have carried at least four serial numbers during their careers. After a while, certain serial number blocks were introduced--the block was reserved for seaplanes, the block for experimental aircraft, and the block for prototypes and aircraft under evaluation. Starting on July 1, the beginning of FY a new serial number system was adopted based on procurement within each Fiscal Year. Each serial number now consisted of a base number corresponding to the last two digits of the FY in which money was allocated to manufacture the aircraft, and a sequence number indicating the sequential order in which the particular aircraft was ordered within that particular FY. For example, airplane was the first aircraft ordered in FY , was the first example ordered in FY , etc. This system is still in use today. It is important to recognize that the serial number reflects the Fiscal Year in which the order for the aircraft is placed, NOT the year in which it is delivered. Nowadays, the difference between the time the order is placed and the time the aircraft is actually delivered can be as much as several years. Throughout all of these changes the earlier fiscal-year serial number system remained unchanged. This means that fiscal year serials with individual sequence numbers less than are filled up with zeroes to bring them up to 3 digits in length. So is written as in official documentation. Sequence numbers greater than are written with 5 digits. In , the minimum number of digits in the sequence number was raised to four, so that the aircraft series started at This was done strictly for administrative purposes, even though these aircraft were never intended for USAAF service. In most cases, they operated under their foreign designations and serials. For example, the Spitfires acquired in the UK under "Reverse Lend-Lease" were operated under their British designations and their British serial numbers. Rebuilt Aircraft Occasionally, USAF aircraft are extensively remanufactured to bring them up to modern standards or to fulfill completely new roles for which they were not originally designed. In many cases, these aircraft are re-serialied with new numbers relevant to their year of re-manufacture. However, this rule is not always followed--re the rather grotesque modifications inflicted on some C aircraft which did not result in new serial numbers. If the transfer is anticipated to be permanent, it is usually the case that the transferred aircraft are given USAF serial numbers. Most often, the USAF serials of these transferred Navy aircraft are inserted within the regular sequence of numbers, but sometimes these new USAF serials are constructed by retroactively adding additional numbers at the end of the sequence number block for the fiscal year in which they were originally ordered by the Navy. Unfortunately, the system is not always consistent. Furthermore, an aircraft is sometimes listed in a given FY block when it was actually ordered in a different FY. This is most often done for reasons of special convenience. For example, the serials of the two "Air Force One" VCs and might indicate that they were ordered ten years apart, whereas the actual difference was only seven years. The Presidential VCs were ordered in FY under the serials and , but these numbers were changed to and by special order to create a series following the two earlier VCCs. When some civilian aircraft have been acquired by the USAF, either by purchase or by seizure, serial numbers have sometimes been assigned out of sequence, with their numbers deliberately chosen to match their former civilian registration numbers. Other times, serial number allocation is done for reasons of secrecy, to conceal the existence of classified aircraft from prying eyes. For example, the serial numbers of the Fs were initially assigned in strict numerical order, but they were sprinkled among several different fiscal years. In other cases, the serial numbers e. Missiles and Drones During the s and s, it was common practice to include missiles and unmanned aircraft in USAF serial number batches. Consequently, it is not always possible to determine the total number of aircraft ordered by the USAF simply

by looking at serial number ranges. In addition, if an Army aircraft or helicopter had a serial number with less than 4 digits, extra zeros were added to pad the number out to 5 digits. In FY 1918, the Army went over to a new serial series for their helicopters, which started at 1000 and had continued consecutively since then. The Display of Serial Numbers on Aircraft By 1918, when the Army first began to acquire tractor-engined aircraft, the official serial number began to be painted in large block figures on both sides of the fuselage or on the rudder. These numbers were so large that they could be easily seen and recognized from a considerable distance. At the time of American entry into the First World War, the large numbers were retained on the fuselage and sometimes added to the top of the white rudder stripe. By early 1918, the letters "S." However, these prefix letters were not part of the official serial number, and were finally dropped in 1919. By late 1919, the fuselage serial numbers began to get smaller in size, until they standardized on four-inch figures on each side of the fuselage. In 1920, the words "U.S." The three-line fuselage data block was reduced in size to one-inch characters in 1921 and placed on the left hand side of the fuselage near the cockpit. The TDB eventually became the only place on the aircraft where the serial number was actually displayed. It was often true that the only other sort of identification shown was a unit and base identification code displayed on both sides of the fuselage or on the fin. This made it difficult to identify the actual serial number of the aircraft, leading to a lot of confusion. O states that the Technical Data Block can be either on the fuselage side or near the ground refuelling receptacle. For a few years during the late 1920s and early 1930s, the serial number displayed in the Technical Data Block often carried a suffix letter, which was not actually part of the official serial number. For a while the letter M was used for USAF aircraft associated with American embassies in foreign countries, but this use was discontinued in August 1931. The lack of a readily-visible serial number on Army aircraft began to be a serious problem, and on October 28, 1931, shortly after the USAAF had been formed, an order was given that numbers of no less than 4 digits would be painted on the tail fin of all Army aircraft where feasible in a size large enough to be seen from at least 100 yards away. This was officially called the radio call number, but was almost universally known as the tail number. Since military aircraft were at that time not expected to last more than ten years, the first digit of the fiscal year number was omitted in the tail number as was the AC prefix and the hyphen. For example, Curtiss PB serial number had the tail number painted on its tail fin, Curtiss PK serial number had the tail number painted on the fin, and PB had painted on the tail. Since the Army later Air Force used the last four digits of the tail number as a radio call sign, for short serial numbers those less than 1000, the tail number was expanded out to four digits by adding zeros in front of the sequence number. For example, 1000 would have the tail number written as 0100. Consequently, in most situations for a World War II-era aircraft where the tail number is visible, you can deduce the serial number simply by putting a dash after the first digit, prefixing a 4, and you automatically have the serial number. Unfortunately, there were many deviations from these rules--there are examples in which only the last 4 or 5 digits were painted on the tail, which makes identification of the aircraft particularly difficult. In the 1930s, many airplanes left over from the World War II era were still in service, exceeding their expected service lives of less than 10 years. In order to avoid potential confusion with later aircraft given the same tail number, these older aircraft had the number zero and a dash added in front of the tail number to indicate that they were over 10 years old. It was hoped that this would avoid confusion caused by duplication of tail numbers between two aircraft built over ten years apart. However, this was not always done, and it was not always possible uniquely to identify an aircraft by a knowledge of its tail number. This practice was eventually discontinued when people started referring to the number 0 as being a letter O, standing for Obsolete. The requirement for the 0- prefix was officially dropped on April 24, 1941. Sometimes the tail number was cut down in length to five digits by deliberately omitting both of the fiscal year digits--for example would be presented on the tail as 0100. Sometime, one or more of the first digits of the sequence number would also be omitted. This practice lead to a lot of confusion. Camouflage began to reappear on USAF aircraft during the Vietnam War, and this led to a change in tail number presentation. The letters "AF" were added directly above the last two digits of the fiscal year, followed by the last three digits of the sequence number. The three-digit sequence number has a height of the AF and fiscal year letters combined and is sometimes called the "large" component of the tail number. For example, F-4E serial number had the tail number 67 small large. This could of course lead to confusion, since aircraft 67, etc would have exactly the same tail numbers as under this

scheme. This would not ordinary cause a whole lot of difficulty unless of course some of these larger serial numbers also happened to be F-4Es which they were not. Unfortunately, the system was not always consistent--for example F-4D serial number had a tail number that looks like this: It appears as if this number was obtained by omitting the first digit of the fiscal, and combining the remaining "6" with the "". Consequently, one often has to do a lot of educated guessing in order to derive the aircraft serial number from a knowledge of its tail number, and a knowledge of the aircraft type and sometimes even the version is required. I would appreciate hearing from anyone who has noted different tail number presentations on recent USAF aircraft. However, Air Mobility Command and USAF Europe aircraft still display the previous format for the tail number, with all digits being the same size and the first digit being the last digit of the Fiscal Year and the remaining 4 digits being the last 4 digits of the sequence number. There is no AF displayed, just the name of the command a couple of feet above it. AMC regulations state that the tail number must be the last five digits of the serial number. If the serial number does not have five significant characters at the end, the last digit of the fiscal year becomes the first character, and zeroes are used to fill up the space to make five digits. This would make appear as The Technical Order refers to radio call numbers on the fin, the full serial number only appearing within the Aircraft Data Legend block. In those rare cases in which the Air Force purchased more than 10, aircraft in a single fiscal year was such a year , aircraft with serial numbers greater than 10, would have both digits of the fiscal year omitted--for example the tail number of is , not An exception was the tail number of ECH serial number , which had its tail number displayed as , i. Again, I would like to hear from anyone who has seen different types of serial number displays on Air Mobility Command aircraft. This was intended to discourage the unsafe practice of pilots of high-performance aircraft making low passes colloquially known as "buzzing" over ground points. Consequently, these numbers came to be known as buzz numbers. The system used two letters and three numbers, painted as large as practically feasible on each side of the fuselage and on the underside of the left wing. The two letter code identified the type and model of the aircraft, and the three digits consisted of the last three numbers of the serial number. For example, all fighters were identified by the letter P later changed to F , and the second letter identified the fighter type. On occasion, two planes of the same type and model would have the same last three digits in their serial numbers. When this happened, the two aircraft were distinguished by adding the suffix letter A to the buzz number of the later aircraft, preceded by a dash. The system was in wide use throughout the s, but was gradually phased out during the s. The January edition of Technical Order dropped all mention of any buzz number requirement, and these numbers started getting painted over and were largely gone by the middle of Army aircraft serials were seamlessly intermixed with Air Force serials, with no gaps or overlaps. But in , the Army started using five digit sequence numbers that were greater than any sequence numbers used by the USAF, so that observers would not confuse aircraft between the two services.

Chapter 6 : VH-AIC Douglas DC-3

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Chapter 8 : United States military aircraft serial numbers - Wikipedia

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List of United States military helicopters. The SR served in the United States Air Force and in the United States Coast Guard.