

# HANGER TALK

NEWSLETTER OF EAA CHAPTER 58

OGDEN, UTAH

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Chapter 58 meets monthly on the **SECOND Thursday of the month**. Meetings are held at 7:00pm at Ogden Hinkley Airport Terminal. Other meetings are held "on site" in members' hangers, shops, or garages. Onsite meeting locations are announced in the newsletter.

This Month's Meeting: "On Site"

Location: Ogden Airport Terminal Building

Featuring: Lt. Col. Eric Cox from Hill AFB

Subject: Hypoxia

Thursday, 9 June 2011 1900 HRS, 0100 Z, or 7:00 PM

## ***PREZ SEZ:***

I have been watching with amused interest the hype surrounding electric flight and Green Flight. It seems that everyone wants to write about this politically correct perspective on

the future of flight. I think they should focus their efforts on electric power for ground vehicles and save all of that precious hydrocarbon fuel for our aircraft. There is nothing as energy dense as good old fashioned gasoline and Jet A.

Okay, off the soap box.

I would like to thank Tom Holt and all those who helped the Young Eagles Event last month. We flew quite a bunch of kids and once again my daughter managed to sneak another ride in. At least she brings new YE friends with her each time. She is sort of a one girl advocate for Young Eagles. After every flight she talks about getting her license, but then the life of a teenage girl takes over and she forgets until the next time. It's a joy to see the excitement and smiles on the faces of the kids as they climb out of the aircraft. Thank you to all the pilots and ground crew who help with these events. Speaking of which, there is another event on June 18<sup>th</sup> in Brigham City. We need to be there in time to start giving flights around 8 am and going until roughly 10 am. Let Tom Holt know if you can help out.

We are still looking for suggestions for tools for our tool crib. So, if there is a tool you are needing that is special and will only need once, but think others might also be able to use it, suggest it for our tool crib. We'll take a look to see if we think it is a good use of our funds and if so, perhaps we can help you and others by making it available for all to use.

Also, as always we are looking for suggestions and volunteers for meeting topics. Don't be shy, just let us know what you would like to see a presentation on and we will see if we can make it happen. This month comes to us courtesy of Craig Joosten, who has arranged to have a presentation by Lt. Col. Eric Cox from Hill AFB on Hypoxia. We look forward to hearing from him as it may save our lives or the lives of our loved ones at some time in the future. I read just the other day of a man who passed out and his wife had to fly them down to a lower altitude until he regained consciousness. Come learn, so this is not your situation.

Please join us Thursday at 7 pm in the Ogden Terminal.  
See you there.

Todd Parker, Prez

## FROM THE EDITOR:

**PLEASE NOTE THAT THE ADDRESS HAS CHANGED!!!** The old address has been given to another party and so we got reassigned. The box number is C-3.

The official mailing address for the chapter is:

EAA CHAPTER 58  
3815 AIRPORT ROAD  
OGDEN, UTAH 84405

The location of the Chapter web is [www.eaa58.org](http://www.eaa58.org),

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Young Eagles

POC: Tom Holt ([tom.holt@zionsbank.com](mailto:tom.holt@zionsbank.com)) (801-497-0364)

Flights Through December 2010: 500

Flights In 2011: 32

Next Event: 18 June 2011

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### **Night Flight Fright**

James Doolittle lived an adventurous life long before he bombed Tokyo, as we all know. In 1930 he was hired by Curtiss-Wright Export Company for a ten-week tour around Europe to demonstrate their P-6 Hawk biplane fighter. One of the countries he visited was Hungary, where he and his team were given a reception by Admiral Horthy, the country's dictator. Quoting Doolittle's autobiography:

"The American ambassador reciprocated with a dinner where we met Horthy's 20-year-old son. Afterward, young Horthy wanted to show us the Budapest night spots. En route, when we were driving alongside the Danube with its many low bridges, young Horthy asked if I could fly under one of them. I took one look, estimated that I could, and volunteered to show him. We immediately drove to the airport, where I warmed up the Hawk while they returned to the bridge and waited."

After a while Horthy Junior and his attendants heard the faint sound of an airplane engine at a distance, and in a few minutes, James Harold Doolittle, future General and Commander of Eighth Air Force, passed under their feet.

"I admit the squeeze underneath for the Hawk seemed a little tight, especially in the dark," Doolittle remarked.

I don't know why some bold pilots live to be 97 years old. They must be born pilots. (—*James H Doolittle: I Could Never Be So Lucky Again*)

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## Douglas A-1 Skyraider

From Wikipedia, the free encyclopedia

### AD / A-1 Skyraider



U.S. Navy A-1H *Skyraider* from Attack Squadron VA-152 over Vietnam in 1966.

<b>Role</b>	Attack aircraft
<b>Manufacturer</b>	<a href="#">Douglas Aircraft Company</a>
<b>Designed by</b>	<a href="#">Ed Heinemann</a>
<b>First flight</b>	18 March 1945
<b>Introduced</b>	1946

<b>Retired</b>	1985 <a href="#">Gabonese Air Force</a>
<b>Status</b>	Phased out of service
<b>Primary users</b>	<a href="#">United States Navy</a> <a href="#">United States Air Force</a>
<b>Produced</b>	1945–1957
<b>Number built</b>	3,180
<b>Developed into</b>	<a href="#">Douglas A2D Skyshark</a>

The Douglas **A-1** (formerly **AD**) **Skyraider** was an [American](#) single-seat [attack](#) aircraft that saw service between the late 1940s and early 1980s. It became a [piston](#)-powered, [propeller](#)-driven anachronism in the [jet age](#), and was nicknamed "[Spad](#)", after a [French](#) World War I fighter. The Skyraider had a remarkably long and successful career and inspired the straight-winged, slow-flying, jet-powered successor, the [A-10 Thunderbolt II](#) ("Warthog").


It was operated by the [United States Navy](#) (USN), the [U.S. Marine Corps](#) (USMC) and the [United States Air Force](#) (USAF), and also saw service with the [British Royal Navy](#), the [French Air Force](#), the [Air Force of the Republic of Vietnam](#) (VNAF), and others.

### Design and development

The piston-engined AD Skyraider was designed during [World War II](#) to meet requirements for a [carrier-based](#), single-seat, long-range, high performance [dive/torpedo bomber](#), and was a follow-on to earlier dive bombers and torpedo bombers used by the Navy such as the Helldiver and Avenger. Designed by [Ed Heinemann](#) of the [Douglas Aircraft Company](#), prototypes were ordered on 6 July 1944 as the XBT2D-1. The XBT2D-1 made its first flight on 18 March 1945 and in April 1945, the USN began evaluation of the aircraft at the [Naval Air Test Center](#) (NATC). In December 1946, after a designation change to **AD-1**, delivery of the first production aircraft to a fleet squadron was made to VA-19A.

The AD-1 was built at Douglas' [El Segundo](#) plant in Southern California. In his memoir *[The Lonely Sky](#)*, test pilot [Bill Bridgeman](#) describes the routine yet sometimes hazardous work of certifying AD-1s fresh off the assembly line (quoting a production rate of two aircraft per day) for delivery to the [U.S. Navy](#) in 1949 and 1950.



 Douglas XBT2D-1 *Skyraider* prototype.

The low-wing monoplane design started with a [Wright R-3350 radial engine](#), later upgraded several times. Its distinctive feature was large straight wings with seven hard points apiece. These gave the aircraft excellent low-speed maneuverability, and enabled it to carry a tremendous amount of ordnance (more than its own weight in weapons) over a considerable combat radius and loiter time for its size, comparable to much heavier subsonic or supersonic jets. The aircraft was optimized for the ground-attack mission and was armored against ground fire in key locations. This was unlike faster fighters adapted to carry bombs such as the [Vought F4U Corsair](#) or [North American P-51 Mustang](#), which would be retired by U.S. forces long before the 1960s.

Navy AD series were initially painted in [Midnight blue](#), but during the 1950s following the Korean War, the color scheme was changed to gray and white. Initially using the gray and white Navy pattern, by 1967 the USAF began to paint its Skyraiders in a camouflaged pattern using two shades of green, and one of tan.

Used by the USN over Korea and Vietnam, the A-1 was a primary close air support aircraft for the USAF and VNAF during the Vietnam War. The A-1 was famous for being able to take hits and keep flying. Battle damage images from the Korean and Vietnam Wars speak for themselves. There was added armor plating around the cockpit area for added pilot protection. It was replaced beginning the mid-1960s by the [Grumman A-6 Intruder](#) as the Navy's primary medium attack plane in [supercarrier](#)-based air wings; however Skyraiders continued to operate from the smaller [Essex class carriers](#).

The Skyraider went through seven versions, starting with the **AD-1**, then **AD-2** and **AD-3** with various minor improvements, then the **AD-4** with a more powerful **R-3350-26WA** engine. The **AD-5** was significantly widened, allowing two crew to sit side-by-side (this was not the first multiple-crew variant, the **AD-1Q** being a two-seater and the **AD-3N** a three-seater); it also came in a four-seat night-attack version, the **AD-5N**. The **AD-6** was an improved AD-4B with improved low-level bombing equipment, and the final production version **AD-7** was upgraded to a **R-3350-26WB** engine.


In addition to serving during Korea and Vietnam as an attack aircraft, the Skyraider was modified into a carrier-based airborne early warning aircraft, replacing the [Grumman TBM-3W Avenger](#). It served in this function in the USN and [Royal Navy](#), being replaced by the [Grumman E-1 Tracer](#) and [Fairey Gannet](#) respectively in those services.

Skyraider production ended in 1957 with a total of 3,180 built. In 1962, the existing Skyraiders were redesignated **A-1D** through **A-1J** and later used by both the [USAF](#) and the [Navy](#) in the Vietnam War.

Operational history

## Korean War



 Workhorse of the U.S. Navy in Korea: the **Able Dog**.


Though the Skyraider was produced too late to take part in World War II, it became the backbone of [United States Navy](#) aircraft carrier and [United States Marine Corps](#) (USMC) strike aircraft sorties in the [Korean War](#), with the first ADs going into action from the [USS Valley Forge](#) with [VA-55](#) on 3 July 1950. Its weapons load and 10-hour flying time far surpassed the jets that were available at the time. On 2 May 1951, Skyraiders made the only [aerial torpedo](#) attack of the war—successfully hitting the Communist-controlled [Hwacheon Dam](#). On 16 June 1953, a USMC AD-4 from [VMC-1](#) piloted by [Major George H. Linnemeier](#) and CWO Vernon S. Kramer shot down a Soviet-built [Polikarpov Po-2](#) biplane, the only documented Skyraider air victory of the war. AD-3N and -4N aircraft carrying bombs and flares flew night-attack sorties, and radar-equipped ADs carried out radar-jamming missions from carriers and land bases. During the Korean War (1950–1953) A-1 Skyraiders were flown only by the U.S. Navy and U.S. Marine Corps, and were normally painted in dark navy blue. A total of 101 Navy and Marine AD Skyraiders were lost in combat during the Korean War, and 27 were lost to operational causes, for a total loss of 128 Skyraiders in the Korean War.

## Communist China

On 26 July 1954, two Douglas Skyraiders from the aircraft carriers [USS Philippine Sea](#) and [Hornet](#) successfully shot down two [PLAAF La-7s](#) off the coast of [Hainan Island](#) while searching for survivors after the [shooting down of a Cathay Pacific Skymaster airliner 3 days previously](#), also by La-7s.

## Vietnam




 A 1st SOS A-1E carrying a [BLU-72/B](#), 1968.



 A 602nd SOS A-1H in June 1970.


As American involvement in the [Vietnam War](#) began, the A-1 Skyraider was still the medium attack aircraft in many [carrier air wings](#), although it was planned to be replaced by the [A-6A Intruder](#) as part of the general switch to jet aircraft. Skyraiders from the carriers [USS Constellation](#) and [Ticonderoga](#) participated in the first US Navy strikes against [North Vietnam](#) on 5 August 1964 as part of [Operation Pierce Arrow](#) in response to the [Gulf of Tonkin Incident](#), striking against fuel depots at [Vinh](#), with one Skyraider from [Ticonderoga](#) damaged by [anti-aircraft fire](#), and a second from [Constellation](#) shot down, killing its pilot. During the war, U.S. Navy Skyraiders shot down two Soviet-built [Mikoyan-Gurevich MiG-17](#) jet fighters: one on 20 June 1965, a victory shared by [Lieutenant](#) Clinton B. Johnson and [Lieutenant, junior grade](#) Charles W. Hartman III of [VA-25](#); and one on 9 October 1966 by LTJG William T. Patton of [VA-176](#). While on his very first mission, Navy pilot Lieutenant (j.g.) [Dieter Dengler](#) took damage to his A-1H over Vietnam on 1 February 1966, and crash-landed in [Laos](#).



 1966: A VA-176 A-1J loaded with ordnance for a mission in Vietnam.

As they were released from Navy service, Skyraiders were introduced into the [South Vietnamese Air Force](#) (VNAF). They were also used by the USAF to perform one of the Skyraider's most famous roles: the "Sandy" helicopter escort on combat rescues. [USAF Major Bernard F. Fisher](#) piloted an A-1E on the 10 March 1966 mission for which he was awarded the [Medal of Honor](#) for rescuing Major "Jump" Myers at [A Shau Special Forces Camp](#). USAF [Colonel William A. Jones, III](#) piloted an A-1H on the 1 September 1968 mission for which he was awarded the Medal of Honor. In that mission, despite damage to his aircraft and suffering serious burns, he returned to his base and reported the position of a downed US airman.



 A-1E Skyraiders fly in formation over South Vietnam on way to target on 25 June 1965. The aircraft are assigned to the 34th Tactical Group, based at Bien Hoa, South Vietnam.

After November 1972, all A-1s in U.S. service in [Southeast Asia](#) were transferred to the South Vietnamese Air Force (VNAF) and their former roles were taken over by the subsonic [LTV A-7 Corsair II](#). The Skyraider in Vietnam pioneered the concept of tough, survivable aircraft with long loiter times and large ordnance loads. The USAF lost 201 Skyraiders to all causes in Southeast Asia, while the Navy lost 65 to all causes. Of the 266 lost A-1s, five were shot down by surface-to-air missiles (SAMs), and three were shot down in air to air combat; two by North Vietnamese MiG-17s. The first A-1 was shot down on 29 April 1966, and the second A-1 was lost on 19 April 1967; both were from the 602 Air Commando Squadron (ACS). The third A-1 Skyraider was from Squadron VA-35 and was lost to a Red Chinese MiG-19 (J-6) on 14 February 1968. Lieutenant (j.g.) Joseph P. Dunn, USN, had flown too close to the Communist Chinese held island of Hainan, and had been intercepted. Lieutenant Dunn's A-1 Skyraider was the last U.S. Navy A-1 lost in the war, and he did not survive. Shortly thereafter, A-1 Skyraider naval squadrons transitioned to the A-6 Intruder, A-7 Corsair II or [Douglas A-4 Skyhawk](#).

In contrast to the Korean War, fought a decade earlier, the US Air Force, in Vietnam, utilized the naval A-1 Skyraider for the first time. As the Vietnam War progressed, USAF A-1s were painted in [camouflage](#), while USN A-1 Skyraiders were gray/white in color; again, in contrast to the Korean War, when A-1s were painted dark blue.

In 1965, to highlight the dropping of the six millionth pound of ordnance; [Commander Clarence J. Stoddard](#), flying an A-1H, dropped a special, one-time only, object in addition to his other munitions – a toilet.

## South Vietnamese Air Force



 A-1H Skyraider of the VNAF 516th Fighter Squadron being loaded with napalm at Danang AB in 1967.

The A-1 Skyraider was the close air support workhorse of the [South Vietnamese Air Force](#) (VNAF) for much of the Vietnam War. The US Navy began to transfer some of its Skyraiders to the VNAF in September 1960, replacing the VNAF's older [Grumman F8F Bearcats](#). By 1962 the VNAF had 22 of the aircraft in its inventory, and by 1968, an additional 131 aircraft had been received. Initially Navy aviators and crews were responsible for training their South Vietnamese counterparts on the aircraft, but over time, responsibility was gradually transferred to the USAF.

The initial trainees were selected from among VNAF Bearcat pilots who had accumulated 800 to 1200 hours flying time. They were trained at Corpus Christi, Texas., and then sent to LeMoore, California for further training. Navy pilots and crews in Vietnam checked out the Skyraiders that were being transferred to the VNAF, and conducted courses for VNAF ground crews.

Over the course of the war, the VNAF acquired a total of 308 Skyraiders, and was operating six A-1 squadrons by the end of 1965. These were reduced during the period of Vietnamization from 1968 to 1972, as the U.S. began to supply the South Vietnamese with more modern close air support aircraft, such as the [Cessna A-37](#) and [Northrop F-5](#), and at the beginning of 1968, only three of its squadrons were flying A-1s.

As the U.S. ended its direct involvement in the war, it transferred the remainder of its Skyraiders to the South Vietnamese, and by 1973, all remaining Skyraiders in U.S. inventories had been turned over to the VNAF. Unlike their American counterparts, whose combat tours were generally limited to 12 months, individual South Vietnamese Skyraider pilots ran up many thousands of combat hours in the A-1, and many senior VNAF pilots were extremely skilled in the operation of the aircraft.

## Fleet Air Arm use



 778 NAS Skyraider AEW.1s.

The [Royal Navy](#) acquired 50 AD-4W early warning planes in 1951 through the [Military Assistance Program](#). All **Skyraider AEW.1s** were operated by [849 Naval Air Squadron](#), which provided four-plane detachments for the British carriers. One flight took part in the [Suez Crisis](#) in [1956](#) aboard the carrier [HMS Bulwark](#). [778 Naval Air Squadron](#) was responsible for the training of the Skyraider crews at [RNAS Culdrose](#). In 1960, the [Fairey Gannet AEW.3](#) replaced the Skyraiders, using the APS-20 radar of the Douglas aircraft. The last British Skyraiders were retired in 1962. In the late 1960s, the APS-20 radars from the Skyraiders were installed in [Avro Shackleton AEW.2s](#) of the [Royal Air Force](#) which were finally retired in 1991.

## Swedish use

Fourteen British AEW.1 Skyraiders were supplied to Sweden to be used by *Svensk Flygtjänst AB* between 1962 and 1974. All military equipment was removed and the aircraft were used as [target tugs](#) with the Swedish Air Force.

## French use

The [French Air Force](#) bought 20 ex-USN AD-4s as well as 88 ex-USN AD-4Ns and 5 ex-USN AD-4NAs with the former three-seaters modified as single-seat aircraft with removal of the radar equipment and the two operator stations from the rear fuselage. The AD-4N/NAs were initially acquired in 1956 to replace aging [Republic P-47 Thunderbolts](#) in Algeria. The Skyraiders were first ordered in 1956 and the first was handed over to the French Air Force on 6 February 1958 after being overhauled and fitted with some French equipment by Sud-Aviation. The aircraft were used until the end of the [Algerian war](#). The aircraft were used by the 20e *Escadre de Chasse* (EC 1/20 "Aures Nementcha," EC 2/20 "Ouarsenis" and EC 3/20 "Oranie") and EC 21 in the close air support role armed with rockets, bombs and [napalm](#).

The Skyraiders had only a short career in Algeria. But they nonetheless proved to be the most successful of all the ad hoc COIN aircraft deployed by the French. The Skyraider remained in limited French service until the 1970s. They were heavily involved in the civil war in Chad, at first with the Armée de l'Air, and later with a nominally independent local air force staffed by French mercenaries. The aircraft also operated under the French flag in Djibouti and on the island of Madagascar. When France at last relinquished the Skyraiders it passed the survivors on to client states, including Gabon, [Chad](#), [Cambodia](#)

and the [Central African Republic](#). (several aircraft from Gabon and Chad have been recovered recently by French warbird enthusiasts and entered on the French civil register).


The French frequently used the aft station to carry maintenance personnel, spare parts and supplies to forward bases. In Chad they even used the aft station for a "bombardier" and his "special stores" – empty beer bottles – as these were considered as non-lethal weapons, thus not breaking the government-imposed rules of engagement, during operations against Libyan-supported rebels in the late 1960s and early 1970s.

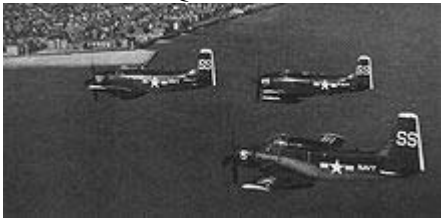
### Variants




 The XBT2D-1 in 1945.



 A VC-35 AD-1Q in the late 1940s.



 VC-33 AD-3Q, AD-4N, and AD-5N in 1955.



 AD-4W AEW-aircraft landing on the *USS Leyte*



 A VMA-331 AD-5 in flight.



 EA-1F (AD-5Q) ECM-aircraft, BuNo 135010, of CVW-9 in 1966



 A VAW-11 AD-5W aboard [USS Kearsarge](#), 1958.



 AD-6s from US Navy Attack Squadron 42.

XBT2D-1

Single-seat dive-bomber, torpedo-bomber prototype for the U.S. Navy.

XBT2D-1N

Three-seat night attack prototypes, only three aircraft built.

XBT2D-1P  
Photographic reconnaissance prototype, only one built.

XBT2D-1Q  
Two-seat electronics countermeasures prototype. One aircraft only.

BT2D-2 (XAD-2)  
Upgraded attack aircraft, one prototype only.

AD-1  
The first production model, 242 built.

AD-1Q  
Two-seat electronic countermeasures version of the AD-1, 35 built.

AD-1U  
AD-1 with radar countermeasures and tow target equipment, no armament and no [water injection](#) equipment.

XAD-1W  
Three-seat airborne early warning prototype. AD-3W prototype, one aircraft only.

AD-2  
Improved model, powered by 2,700 hp (2,000 kW) Wright R-3350-26W engine, 156 built.

AD-2D  
Unofficial designation for AD-2s used as remote-control aircraft, to collect and gather radioactive material in the air after nuclear tests.

AD-2Q  
Two-seat electronics countermeasures version of the AD-2, 21 built.

AD-2QU  
AD-2 with radar countermeasures and target towing equipment, no armament and no water injection equipment, one aircraft only.

XAD-2  
Similar to XBT2D-1 except engine, increased fuel capacity.

AD-3  
Proposed turboprop version, initial designation of [A2D Skyshark](#).

AD-3  
Stronger fuselage, improved landing gear, new canopy design, 125 built.

AD-3S  
Anti-submarine warfare model, only two prototypes were built.

AD-3N  
Three-seat night attack version, 15 built.

AD-3Q  
Electronics countermeasures version, countermeasures equipment relocated for better crew comfort. 23 built.

AD-3QU  
Target towing aircraft, but most were delivered as the AD-3Q.

AD-3W  
Airborne early warning version, 31 built.

XAD-3E  
AD-3W modified for ASW with Aeroproducts propellor

AD-4  
Strengthened landing gear, improved radar, G-2 compass, anti-G suit provisions, four 20 mm (.79 in) cannon and 14 Aero rocket launchers, capable of carrying up to 50 lb (23 kg) of bombs. 372 built.

AD-4B  
Specialized version designed to carry nuclear weapons, also armed with four 20 mm cannon. 165 built plus 28 conversions.

AD-4L  
Equipped for winter operations in Korea, 63 conversions.

AD-4N  
Three-seat night attack version, 307 built.

AD-4NA

Designation of 100 AD-4Ns without their night-attack equipment, but fitted with four 20 mm (0.79 in) cannon, for service in Korea as ground-attack aircraft.

AD-4NL

version of the AD-4N, 36 conversions.

AD-4Q

Two-seat electronic countermeasures version of the AD-4, 39 built.

AD-4W

Three-seat airborne early warning version, 168 built. 50 AD-4Ws were transferred to the Royal Navy as **Skyraider AEW Mk 1**.

AD-5 (A-1E)

Side-by-side seating for pilot and co-pilot, without dive brakes, 212 built.

AD-5N (A-1G)

Four-seat night attack version, with radar countermeasures, 239 built.

AD-5Q (EA-1F)

Four-seat electronics countermeasures version, 54 conversions.

AD-5S

One prototype to test [Magnetic anomaly detector](#) (MAD) anti-submarine equipment.

AD-5W (EA-1E)

Three-seat airborne early warning version. 218 were built.

UA-1E

Utility version of the AD-5.

AD-6 (A-1H)

Single-seat attack aircraft with three dive brakes, centerline station stressed for 3,500 lb (1,600 kg) of ordnance, 30 in (760 mm) in diameter, combination 14/30 in (360/760 mm) bomb ejector and low/high altitude bomb director, 713 built.

AD-7 (A-1J)

The final production model, powered by a R3350-26WB engine, with structural improvements to increase wing fatigue life, 72 built.

## Past operators

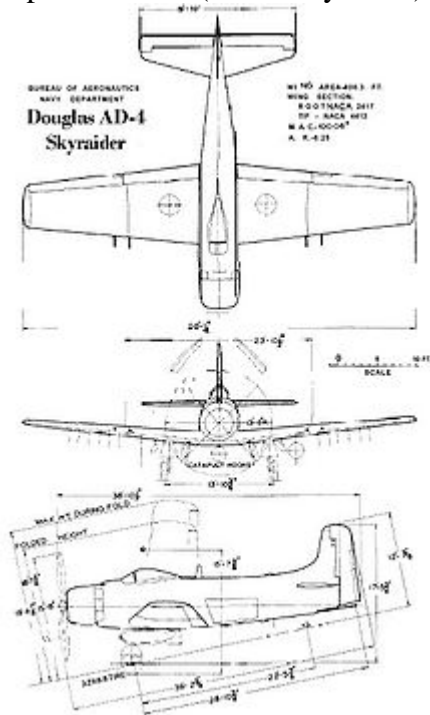
*Main article:* [List of A-1 Skyraider operators](#)

-  [Cambodia](#)
-  [Central African Republic](#)
-  [Chad](#)
-  [France](#)
-  [Gabon](#)
-  [South Vietnam](#)
-  [Thailand](#)
-  [Sweden](#)
-  [United Kingdom](#)
-  [United States](#)
-  [Vietnam](#)

## Survivors

*Main article:* [List of surviving Douglas A-1 Skyraiders](#)

## Specifications (A-1H Skyraider)



Line drawings for the AD-4 Skyraider.

Data from McDonnell Douglas Aircraft since 1920

### General characteristics

- **Crew:** One
- **Length:** 38 ft 10 in (11.84 m)
- **Wingspan:** 50 ft 0¼ in (15.25 m)
- **Height:** 15 ft 8¼ in (4.78 m)
- **Wing area:** 400.3 ft<sup>2</sup> (37.19 m<sup>2</sup>)
- **Empty weight:** 11,968 lb (5,429 kg)
- **Loaded weight:** 18,106 lb (8,213 kg)
- **Max takeoff weight:** 25,000 lb (11,340 kg)
- **Powerplant:** 1× [Wright R-3350-26WA radial engine](#), 2,700 [hp](#) (2,000 kW)

### Performance

- **Maximum speed:** 322 mph (280 [kn](#), 518 km/h) at 18,000 ft (5,500 m)
- **Cruise speed:** 198 mph (172 [kn](#), 319 km/h)
- **Range:** 1,316 mi (1,144 [nmi](#), 2,115 km)

- **Service ceiling**: 28,500 ft (8,685 m)
- **Rate of climb**: 2,850 ft/min (14.5 m/s)
- **Wing loading**: 45 lb/ft<sup>2</sup> (220 kg/m<sup>2</sup>)
- **Power/mass**: 0.15 hp/lb (250 W/kg)

## Armament

- **Guns**: 4 × [20 mm \(0.79 in\) M2 cannon](#)
- **Other**: Up to 8,000 lb (3,600 kg) of ordnance on 15 external hardpoints including bombs, torpedoes, mine dispensers, unguided rockets, or gun pods

### Notable appearances in media

The A-1 Skyraider received various nicknames including: "Spad" and "Super Spad" (derived from the aircraft's AD designation, its relative longevity in service and an [allusion](#) to the "[Spad](#)" aircraft of [World War I](#)), "Able Dog" (phonetic AD), "the Destroyer", "Hobo" (radio call sign of the USAF [1st Air Commando/1st Special Operations Squadron](#)), "Firefly" (a call sign of the [602nd ACS/SOS](#)), "Zorro" (the call sign of the [22nd SOS](#)), "The Big Gun," "Old Faithful," "Old Miscellaneous," "Fat Face" (AD-5/A-1E version, side-by-side seating), "Guppy" (AD-5W version), "Q-Bird" (AD-1Q/AD-5Q versions), "Flying Dumptruck" (A-1E), "Sandy" (the [602nd ACS/SOS](#) call sign for Combat Search And Rescue helicopter escort), and "Crazy Water Buffalo" (South Vietnamese nickname).

While the Skyraider is not as iconic as some other aircraft, it has been featured in some Vietnam-era films such as [The Green Berets](#) (1968), [Flight of the Intruder](#) (1991) flying as Sandy escort, and in [We Were Soldiers](#) (2002) in the ground support role. The Skyraider also played a computer-generated role in Werner Herzog's [Rescue Dawn](#) (2007). Skyraiders were also featured in the classic Korean war movie [The Bridges at Toko-Ri](#) (1953). A formation of U.S. Navy A-1s stood in for [U.S. Army Air Force P-47s](#) in the 1962 film [The Longest Day](#).