

NAVIGATOR AIRCRAFT IDENTIFICATION HANDBOOK



https://en.wikipedia.org/wiki/Boeing_314_Clipper



https://en.wikipedia.org/wiki/Vought_F4U_Corsair



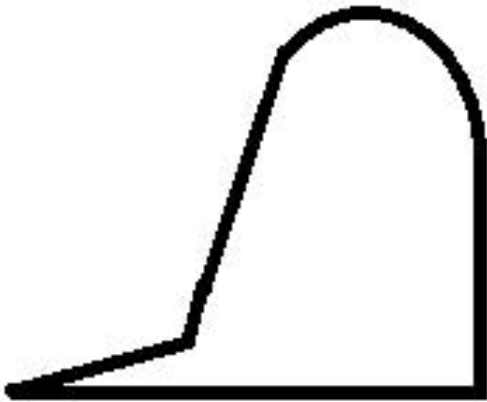
https://en.wikipedia.org/wiki/Consolidated_PBY_Catalina

Boeing B-17 Flying Fortress

This four engine heavy bomber is the 3rd most produced bomber of all time. The bomber had a reputation for toughness and was used extensively in bombing campaigns in World War II. Ten B-17s are still airworthy and flying today and numerous more are in storage or on display in museums. Many B-17s have been featured in Hollywood movies, including the Memphis Belle.

https://en.wikipedia.org/wiki/Boeing_B-17_Flying_Fortress

Tail Structure



B-17 Flying Fortresses lost in Washington State

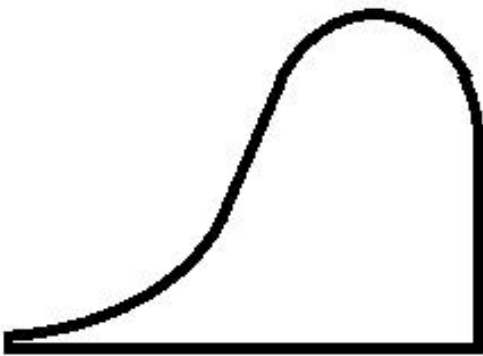
Plane ID	Tail Number	Loss Date
B-17 #1	OR13	September 17, 1938
B-17 #2	CH82	October 30, 1942
B-17 #3	GK47	June 21, 1943
B-17 #4	BW09	September 3, 1944
B-17 #5	UH65	February 25, 1945

Consolidated PBY Catalina Flying Boat

The “Patrol Bomber Y” or PBY Catalina was one of the most widely used seaplanes of World War II, serving in every branch of the U.S. military as well as the armed forces of other Allied countries. The Catalina Flying boats served as escorts and patrol craft, in anti-submarine warfare, and as rescue aircraft. Many PBYs still fly today, used as firefighting aircraft around the world.

https://en.wikipedia.org/wiki/Consolidated_PBY_Catalina

Tail Structure



PBY Catalina’s lost in Washington State

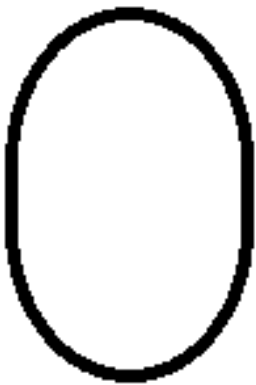
Plane ID	Tail Number	Loss Date
PBY #1	OZ47	April 27, 1940
PBY #2	AJ91	September 7, 1941
PBY #3	HT65	April 21, 1942
PBY #4	RP32	August 26, 1942
PBY #5	UF08	October 9, 1944

Boeing 314 Clipper

Produced by the Boeing Company from 1938 to 1941, the Boeing 314 Clipper was designed for trans-oceanic flight and was one of the largest aircraft at the time. Pressed into service during World War II, the 314 Clipper carried materials and supplies across the oceans. After the war, most were scrapped.

https://en.wikipedia.org/wiki/Boeing_314_Clipper

Tail Structure



314 Clippers lost in Washington State

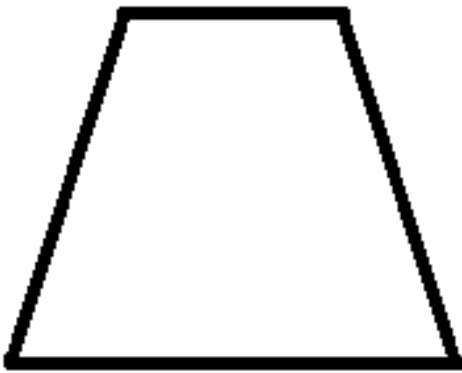
Plane ID	Tail Number	Loss Date
314 #1	MR85	September 12, 1940
314 #2	PA43	August 15, 1941
314 #3	SE10	December 15, 1942
314 #4	LV24	January 23, 1943
314 #5	NU67	May 21, 1943

Chance Vought Corsair F4U

Although it was developed in 1938 as a U.S. Navy carrier-based aircraft, due to numerous issues with carrier landings the Corsair was mostly deployed as a land-based U.S. Marine fighter-bomber aircraft. The Corsair served well past World War II, both in the U.S. Armed Forces and other air forces. Corsairs flew their final combat missions in 1969, although many still survive and fly today.

https://en.wikipedia.org/wiki/Vought_F4U_Corsair

Tail Structure



F4U Corsairs lost in Washington State

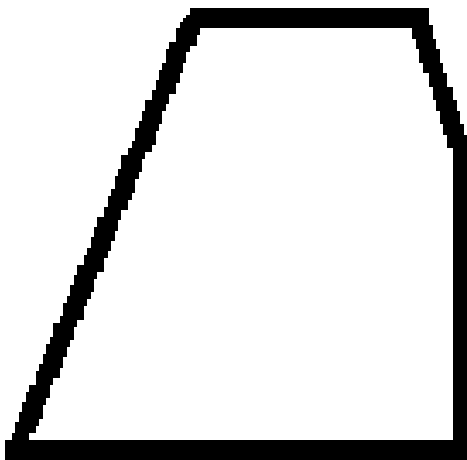
Plane ID	Tail Number	Loss Date
F4U #1	CT17	June 3, 1943
F4U #2	IK34	September 30, 1943
F4U #3	BF50	October 27, 1943
F4U #4	HW28	February, 19, 1944
F4U #5	RL96	November 22, 1944

Grumman F6F Hellcat

The Grumman F6F Hellcat was the premier American Navy carrier-based fighter aircraft during World War II. It was also used as a land-based fighter by the U.S. Marine Corps. It debuted in combat in 1943 and, over the next two years, more than 12,000 were produced.

<http://www.aircraftaces.com/f6f-hellcat.htm>

Tail Structure



F6F-Hellcats lost in Washington State

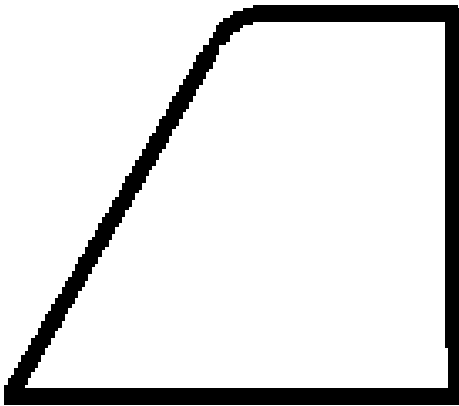
Plane ID	Tail Number	Loss Date
F6F #1	ZT47	August 28, 1943
F6F #2	GR81	September 25, 1943
F6F #3	SH52	June 10, 1944
F6F #4	XD63	May 9, 1945
F6F #5	CJ09	November 13, 1945

North American P51 Mustang

The P-51 Mustang was designed as a long-range fighter and was used in all theaters of World War II. After the war, the U.S. Air Force declared the Mustang the standard piston engine fighter, but as the jet age started, Mustangs were slowly phased out of the U.S. military. Some air forces continued to use the Mustang into the early 1980s.

https://en.wikipedia.org/wiki/North_American_P-51_Mustang

Tail Structure



P-51 Mustangs lost in Washington State

Plane ID	Tail Number	Loss Date
P51 #1	FY72	August 11, 1943
P51 #2	PV03	June 8, 1944
P51 #3	WH81	December 3, 1944
P51 #4	RT45	February 10, 1945
P51 #5	SE66	February 10, 1945