

VOUGHT F8U CRUSADER

CRUSADER SERVICE

Manufacturer: Chance Vought Aircraft Inc., Dallas, Texas, USA
(In 1960, became Chance Vought Corp.)
(In 1961, became Ling-Temco-Vought (LTV) Inc.,
Vought Aerospace Division)
(In 1965, became LTV Aerospace Corp.,
Vought Aeronautics Division)

Models: V-383, V-401

Designations: F8U; F-8

Names: Crusader; Crusader III (XF8U-3)

First official flight: XF8U-1 25/03/1955

Factory production period: 1954 – 1964

Primary service period: 1957 – 1972

Last official flight: RF-8G 29/03/1987

CRUSADER VARIANTS

1955	Model V-383	XF8U-1	2	Total: 0002
1955	Model V-383	F8U-1	318	
1958	Model V-383	F8U-1E	130	
1956	Model V-383	F8U-1P	144	Total: 0592
1958	Model V-383	F8U-2	187	
1960	Model V-383	F8U-2N	152	
1962	Model V-383	F8U-2NE	286	
1964	Model V-383	F-8E(FN)	42	Total: 0667
1958	Model V-401	XF8U-3	3	Total: 0003
				<u>Total: 1264</u>

CRUSADER PRODUCTION

XF8U-1

*Prototype single-engined, shipborne,
jet-fighter.*

produced 1954 – 1955

Vought Dallas, Texas (U)

BuNo. 138899, 138900

1 additional airframe cancelled.

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2 Total: 0002

F8U-1

As XF8U-1, engine / armament upgrades.

2 later to NASA as 666, 810.

produced 1955 – 1958

Vought Dallas, Texas (U)

BuNo. 140444 / 140448 -

BuNo. 141336 / 141362 -

BuNo. 142408 / 142415 -

BuNo. 143677 / 143821 -

BuNo. 144427 / 144461 -

BuNo. 145318 / 145415 -

318 **Total: 0318**

145 additional airframes cancelled.

F8U-1E

*As F8U-1, limited all-weather version,
avionics upgrade.*

produced 1958 – 1960

Vought Dallas, Texas (U)

BuNo. 145416 / 145545 -

130 **Total: 0130**

F8U-1EP – Proposed photo reconn. version, cancelled.

F8U-1P

As F8U-1, photo reconn. version.

Development aircraft were YF8U-1P.

produced 1956 – 1960

Vought Dallas, Texas (U)

BuNo. 141363 -

BuNo. 144607 / 144625 -

BuNo. 145604 / 145647 -

BuNo. 146822 / 146901 -

144 **Total: 0144**

11 additional airframes cancelled.

F8U-2

As F8U-1, engine upgrade, ventral fins.

produced 1958 – 1960

Vought Dallas, Texas (U)

BuNo. 145546 / 145603 -

BuNo. 146906 / 147034 -

187 **Total: 0187**

F8U-2N

As F8U-2, engine / armament upgrade.

Development aircraft were YF8U-2N.

produced 1960 – 1962

Vought Dallas, Texas (U)

BuNo. 147035 / 147072 -

BuNo. 147896 / 147925 -

BuNo. 148627 / 148710 -

152 **Total: 0152**

5 additional airframes cancelled.

F8U-2NE

As F8U-2N, engine / armament upgrade.

*Development aircraft were **YF8U-2NE**.*

produced 1962 – 1964

Vought Dallas, Texas (U)

BuNo. 149134 / 149227 -

BuNo. 150284 / 150355 -

BuNo. 150654 / 150683 -

BuNo. 150843 / 150932 -

286 **Total: 0286**

F-8E(FN)

As F8U-2NE, version for French Navy.

*Also designated as **F-8F**.*

produced 1964

Vought Dallas, Texas (CV)

BuNo. 151732 / 151773 -

42 **Total: 0042**

2 additional airframes cancelled.

XF8U-3 Crusader III

As F8U-2, fuselage / engine / armament

upgrade, minor changes. All later to

NASA as 225 / 227.

produced 1957 – 1958

Vought Dallas, Texas (U)

BuNo. 146340, 146341 -

BuNo. 147085 -

3 **Total: 0003**

BuNo. 147086 almost complete.

1 additional airframe cancelled.

13 service test airframes cancelled.

Total: 1264

CRUSADER CONVERSIONS

US Navy

YF8U-1 1 F8U-1, conversion for development tests.

YF8U-1E 1 F8U-1(145318), 1958, prototype for the F8U-1E.

F8U-1D 1+ F8U-1, drone director conversions.

F8U-1KD 1+ F8U-1, target drone conversions.

YF8U-2 2 F8U-1(140447, 140448), 1957, F8U-2 prototypes with engine upgrade.

XF8U-2NE 1 F8U-1(143710), 1961, prototype for the F8U-2NE.

(XF8U-1T) 1 XF8U-2NE, 1962, 2-seater trainer, engine upgrade, 20mm cannon.

Later redesignated as the F8U-1T.

12 production F8U-1T aircraft cancelled.

US Navy (1962 redesignations)

XF-8A 2 1962, redesignation of the XF8U-1.

YF-8A 1 1962, redesignation of the YF8U-1.

F-8A 318 1962, redesignation of the F8U-1.

(DF-8F) 11+ F-8A, drone director conversions.

DF-8A 1+ 1962, redesignation of the F8U-1D.

QF-8A 1+ 1962, redesignation of the F8U-1KD.

YRF-8A 1+ 1962, redesignation of the YF8U-1P.

RF-8A 144 1962, redesignation of the F8U-1P.

TF-8A 1 1962, redesignation of the F8U-1T.

(NTF-8A)	1	TF-8A, test-bed conversion for NASA.
YF-8B	1	1962, redesignation of the YF8U-1E.
F-8B	130	1962, redesignation of the F8U-1E.
YF-8C	2	1962, redesignation of the YF8U-2.
F-8C	187	1962, redesignation of the F8U-2.
YF-8D	1+	1962, redesignation of the YF8U-2N.
F-8D	152	1962, redesignation of the F8U-2N.
(NF-8D)	1	F-8D, permanent conversion for tests.
YF-8E	1+	1962, redesignation of the YF8U-2NE.
F-8E	286	1962, redesignation of the F8U-2NE.
<i>F-8 Crusader airframes remanufactured, 1965-1970, as:</i>		
RF-8G	73	RF-8A, 1965, strengthened airframe, engine / equipment upgrade. Remanufactured by LTV Aerospace Corp., Texas.
F-8H	89	F-8D, 1967, strengthened airframe, minor changes. Remanufactured by LTV Aerospace Corp., Texas.
F-8J	136	F-8E, 1967, strengthened airframe, minor changes. Remanufactured by LTV Aerospace Corp., Texas.
F-8K	87	F-8C, 1967, strengthened airframe, minor changes. Remanufactured by LTV Aerospace Corp., Texas.
F-8L	61	F-8B, 1977, strengthened airframe, minor changes. Remanufactured by LTV Aerospace Corp., Texas.
<i>F-8M</i>	-	<i>F-8A, proposed conversions, cancelled.</i>

FOREIGN MILITARY SERVICE

- *F-8's in service with the air forces of France and The Philippines.*

VOUGHT (LTV) A-7 CORSAIR II

A-7 SERVICE

Manufacturer: LTV Aerospace Corp., Vought Aeronautics Division,
Dallas, Texas, USA
(In 1971, became LTV Corp., Vought Aeronautics)
(In 1976, became Vought Corp.)
(In 1983, became LTV Aerospace and Defense Co.,
Vought Aero Products Division)

Models: V-463, V-519

Designation: A-7

Name: Corsair II

<i>First official flight:</i>	YA-7A	27/09/1965
<i>Factory production period:</i>		1965 – 1984
<i>Primary service period:</i>		1967 – 1987
<i>Last official flight:</i>	A-7E	11/1994

A-7 VARIANTS

1965	Model V-463	YA-7A	3	Total: 0003
1966	Model V-463	A-7A	196	
1968	Model V-463	A-7B	196	
1968	Model V-463	A-4C	67	Total: 0459
1968	Model V-463	YA-7D	5	
1968	Model V-463	A-7D	454	Total: 0459
1968	Model V-463	A-7E	551	
1975	Model V-463	A-7H	60	
1978	Model V-463	TA-7H	5	Total: 0616
1980	Model V-463	A-7K	30	Total: 0030
				<u>Total: 1567</u>

A-7 PRODUCTION

YA-7A

Prototype single-engined, attack aircraft for USN based on the F-8 Crusader, modified fuselage and wings.

produced 1965 – 1966

Vought Dallas, Texas (CV)

BuNo. 152580 / 152582 -

3 **Total: 0003**

A-7A

As YA-7A, armament upgrade.

produced 1966 – 1967

Vought Dallas, Texas (CV)

BuNo. 152647 / 152685 -

BuNo. 153134 / 153273 -

BuNo. 154344 / 154360 -

196 **Total: 0196**

17 additional airframes cancelled.

A-7B

As A-7A, engine upgrades.

produced 1967 – 1969

Vought Dallas, Texas (CV)

BuNo. 154361 / 154556 -

196 **Total: 0196**

257 additional airframes cancelled.

A-7C

As A-7B, avionics upgrade.

produced 1968 – 1969

Vought Dallas, Texas (CV)

BuNo. 156734 / 156800 -

67 **Total: 0067**

YA-7D

*As A-7C, prototype USAF version.
produced 1968*

Vought Dallas, Texas (CV)

67-14582 / 67-14586

D-001 / 005

5 **Total: 0005**

A-7D

As YA-7D, engine upgrade, minor changes.

produced 1968 – 1975

Vought Dallas, Texas (CV)

68-8220 / 68-8231

D-006 / 017

69-6188 / 69-6244

D-018 / 074

70-0929 / 70-1056

D-075 / 202

71-0292 / 71-0379

D-203 / 290

72-0169 / 72-0265

D-291 / 387

73-0992 / 73-1015

D-388 / 411

74-1737 / 74-1760

D-412 / 435

75-0386 / 75-0409

D-436 / 459

454 **Total: 0454**

154 additional airframes cancelled.

A-7E

As A-7C, engine upgrade.

produced 1968 – 1983

Vought Dallas, Texas (CV)

BuNo. 156801 / 156890

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BuNo. 157435 / 157594

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BuNo. 158002 / 158028

-

BuNo. 158652 / 158681

-

BuNo. 158819 / 158842

-

BuNo. 159261 / 159308

-

BuNo. 159638 / 159661

-

BuNo. 159668 / 159679

-

BuNo. 159967 / 160006

-

BuNo. 160537 / 160566

-

BuNo. 160613 / 160618

-

BuNo. 160710 / 160739

-

BuNo. 160857 / 160886

-

551 **Total: 0551**

54 additional airframes cancelled.

RA-7E – Proposed reconn. version, cancelled.

KA-7F – Proposed tanker version of the A-7B, cancelled.

A-7H

As A-7E, version for Greek AF.

produced 1975 – 1977

Vought Dallas, Texas (CV)

BuNo. 159662 / 159667

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BuNo. 159913 / 159966

-

60 **Total: 0060**

All delivered as:

(Greece) H-1 / H-60.

TA-7H

*As A-7H, 2-seater trainer version
for Greek AF.*

produced 1978 – 1980

Vought Dallas, Texas (CV)

BuNo. 161218 / 161222

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5 **Total: 0005**

A-7K

As A-7D, 2-seater trainer for USAF.

produced 1980 – 1984

Vought Dallas, Texas (CV)

79-0460 / 79-0471

K-001 / 012

80-0284 / 80-0295

K-013 / 024

81-0072 / 81-0077

K-025 / 030

30 **Total: 0030**

Total: 1567

A-7 CONVERSIONS

US Navy

NA-7A 1 YA-7A, redesignation for test duties.

NA-7C 3 A-7C, permanent conversions for test duties.

TA-7C 81 40 A-7B / 41 A-7C, 1975, 2-seater trainer conversions.

(EA-7L) 8 TA-7C, 1983, conversions as electronic warfare platforms.

(Model V-519) YA-7H

1 A-7E(156801), 1972, prototype 2-seater operational trainer, later redesignated as YTA-7E, then as TA-7C. 81 other conversions also to this standard.

USAF

YA-7F 2 A-7D, 1989, equipment / avionics upgrades for close air support. Originally designated as A-7D Plus.

A-7G 2 A-7D, temporary conversions as test aircraft for Switzerland.

Foreign Conversions

A-7P 44 A-7A / A-7B, 1981-1999, upgrades for Portugal.

TA-7P 6 TA-7C, 1985-1999, trainer upgrades for Portugal.

FOREIGN MILITARY SERVICE

- A-7's in service with the air forces of Greece, Portugal and Thailand.