



FACT SHEET

U.S. Air Force Fact Sheet DOUGLAS A-1H AND A-1J

Mission and Description (August 1972)

The principal mission of the A-1H/J is the destruction of ground targets in support of ground forces. The aircraft's middle compartment can be readily equipped with passenger seats, facilities for litters or provisions for carrying heavy cargo.

Four 20mm guns are installed in the wings. The aircraft is equipped to carry various combinations of bombs, rockets, mines, gun pods and other stores on external wing stations. For long range missions, the airplane can be equipped with auxiliary fuel tanks internally as well as externally.

The A-1H (AD-6) and A-1J (AD-7) were the final versions of the Skyraider. Unlike the A-1E, the A-1H and A-1J were single-seat attack aircraft. The H and J models were externally identical; however, the A-1J had strengthened landing gear and wings. The USAF used the Skyraider extensively in Vietnam in the close air support role. The aircraft was especially effective in providing cover for combat rescue missions.



Douglas A-1J (Bu.No. 142016) of the 6th Special Ops. (U.S. Air Force photo)

Type	Number built/ converted	Remarks
A-1H	713 as AD-6	USAF update of AD-6
A-1J	72 as AD-7	USAF update of AD-7

TECHNICAL NOTES:

Armament: Four 20mm cannons and up to 6,500 lbs. of ordnance and/or fuel tanks on 15 external stations

Engine: [Wright R-3350-26WD Cyclone](#) radial of 2,700 hp equipped with a single stage, two speed supercharger

Maximum speed: 271 knots at 12,000 ft., military power

Combat speed: 256 knots at sea level, military power

Range: 2,647 nautical miles with 1,288 gallons of fuel at 177 knots average in 14.91 hours at 23,752 lbs. takeoff weight

Service ceiling: 24,900 ft. (500 fpm, combat weight, military power)

Span: 50.0 ft. (24.0 ft. with wings folded)

Length: 39.2 ft.

Height: 15.8 ft.

Weight: 25,000 lbs. maximum takeoff

Crew: One

Serial numbers: USAF kept the original Navy Bureau Numbers (BuNo) for the AD-5, -6 and -7, but included the digit year of manufacture to create an Air Force-type serial type. For example, the museum's A-1E was built as BuNo 132649 but became 52-132649 when converted for USAF use.

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