

420 h.p. Wright Whirlwind R-975-22.  
 Span: 25 ft. 6 in.  
 Length: 20 ft. 1 in.  
 Wing area: 972.8 sq. ft.  
 Gross Weight: 2,784 lbs.  
 Top Speed: 172.8 m.p.h.

**Note on serial numbers:**

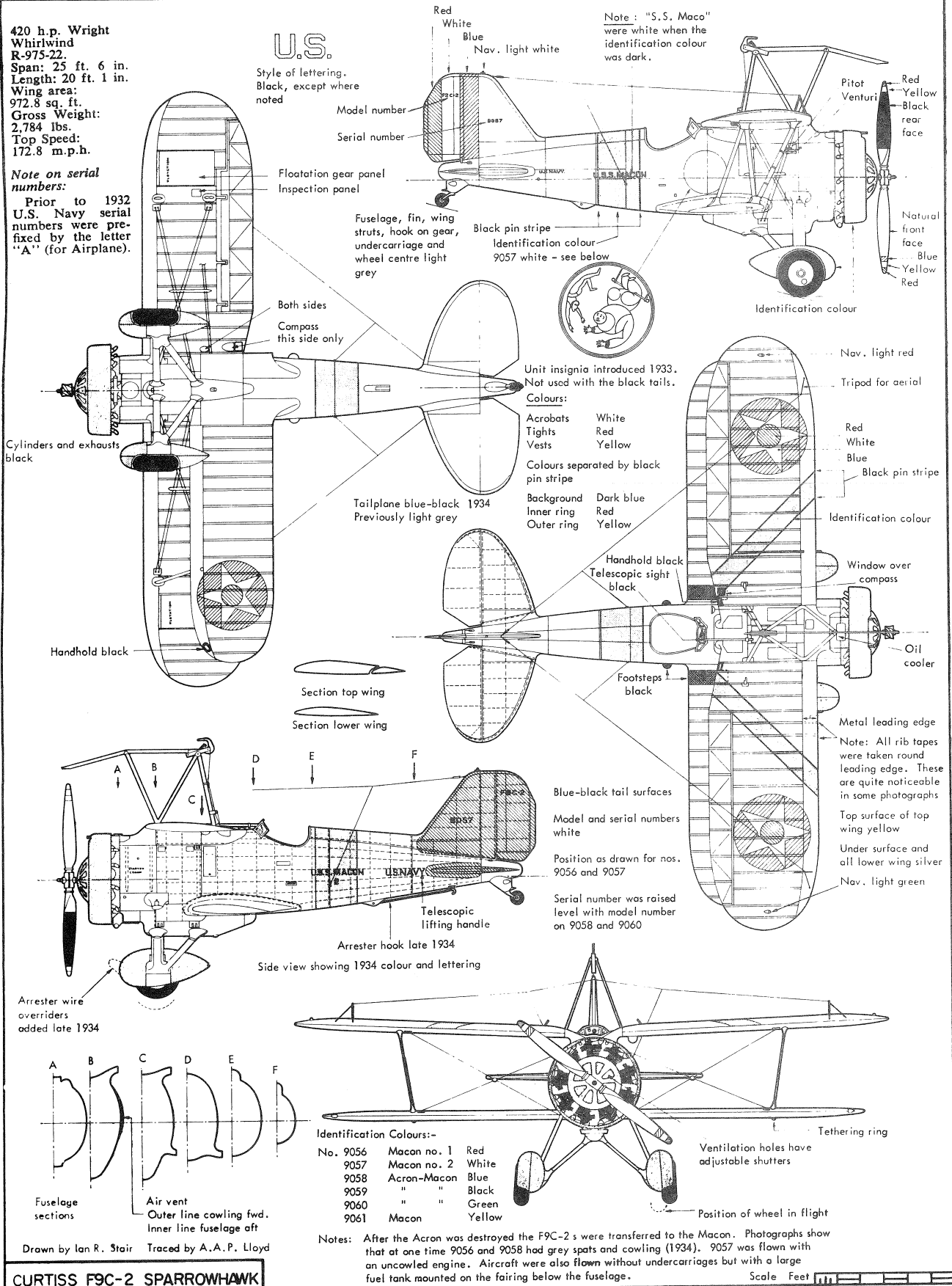
Prior to 1932 U.S. Navy serial numbers were prefixed by the letter "A" (for Airplane).

**U.S.**

Style of lettering. Black, except where noted

Red  
 White  
 Blue  
 Nav. light white

Note: "S.S. Maco" were white when the identification colour was dark.



Model number  
 Serial number  
 Floatation gear panel  
 Inspection panel  
 Fuselage, fin, wing struts, hook on gear, undercarriage and wheel centre light grey  
 Black pin stripe  
 Identification colour 9057 white - see below  
 Pitot  
 Venturi  
 Red  
 Yellow  
 Black rear face  
 Natural front face  
 Blue  
 Yellow  
 Red  
 Identification colour  
 Both sides  
 Compass this side only  
 Unit insignia introduced 1933. Not used with the black tails.  
 Colours:  
 Acrobats White  
 Tights Red  
 Vests Yellow  
 Colours separated by black pin stripe  
 Background Dark blue  
 Inner ring Red  
 Outer ring Yellow  
 Tailplane blue-black 1934  
 Previously light grey  
 Handhold black  
 Telescopic sight black  
 Window over compass  
 Oil cooler  
 Section top wing  
 Section lower wing  
 Handhold black  
 Footsteps black  
 Metal leading edge  
 Note: All rib tapes were taken round leading edge. These are quite noticeable in some photographs  
 Top surface of top wing yellow  
 Under surface and all lower wing silver  
 Nav. light green  
 Blue-black tail surfaces  
 Model and serial numbers white  
 Position as drawn for nos. 9056 and 9057  
 Serial number was raised level with model number on 9058 and 9060  
 Telescopic lifting handle  
 Arrestor hook late 1934  
 Side view showing 1934 colour and lettering  
 Arrestor wire overrides added late 1934  
 Identification Colours:-  

No. 9056	Macon no. 1	Red
9057	Macon no. 2	White
9058	Acron-Macon	Blue
9059	" "	Black
9060	" "	Green
9061	Macon	Yellow

 Notes: After the Acron was destroyed the F9C-2's were transferred to the Macon. Photographs show that at one time 9056 and 9058 had grey spats and cowling (1934). 9057 was flown with an uncowled engine. Aircraft were also flown without undercarriages but with a large fuel tank mounted on the fairing below the fuselage.  
 Scale Feet