

CHARACTERISTICS

TRAINING - Advanced

MODEL	MFR.	SPEC. NO	CONT. NO	QUITTING	POWER M.F.R.	PLANT MODEL
BC-1	North American	98-900-1A	AC-9964	180 1	P&W	R1340-47
BC-1A	North American	C-901-1A	AC-12969 C.O. 2827	186 1	P&W	R1340-47 or -49
BC-1B	North American			1 1	P&W	R1340-47
BC-1I	North American	98-900-1	AC-9964 C.O. 2318	30 1	P&W	R1340-47
BC-2	North American	98-900-3	AC-9964 Eng. Order W-8829 & W-8867	3 1	W&W	R1340-45
YBC-3	Yaltee	C-901-2	AC-12949	1 1	P&W	R1340-45
AT-1	Huff-Deland		253			
AT-2	Huff-Deland					
AT-3	Boeing		W-391			
AT-4	Curtiss		W-392 W-115-AC-53 V-391			
AT-5	Curtiss		W-115-AC-53 C.O. 728			
AT-5A	Curtiss		AG-716			
AT-6	North American	C-901-4	AC-12969 C.O. 2827	94 1	P&W	R1340-47
AT-6A	North American	C-901-3	AC-12969 AC-15977	517 1 1032	P&W	R1340-49
AT-6B	North American	C-901-6	AC-15877 C.O. #2	400 1	P&W	R1340-AN-1
AT-6C	North American	NA-5072	AC-19192 DA-8	2223 1 747	P&W	R1340-AN-1
AT-6D-NA	North American	C-109	DA-8 AC-19192 AC-29317 AC-1909 AC-2159 DA-2799	303 1 885 1850 2175 1742 590	P&W	R1340-AN-1
XAT-6E	North American			1 1	Ranger	XV770-9
AT-6F-NA	North American	C-109		1 1	P&W	R1340-AN-1
AT-7	Beech	R-709-1 R-709-3	AC-15061 AC-15062 AC-24998	87 2 186 196	P&W	R985-AM-1 R985-25
AT-7A	Beech	R-709-2	AC-15560	150 2	Lycoming	R680-9
AT-7A	Beech	R-709-4	AC-19190 AC-30433	6 2 1	P&W	R985-AM1
AT-7B-BE	Beech		AC-24998	1 2	P&W	R985-25
AT-70-BH	Beech	AN-2035	AC-24998	680 2	P&W	R985-AM-1
AT-8	Cessna	R-710-1	AC-15155	33 2	Lycoming	R680-9
AT-9	Curtiss-Wright	R-711-1	AC-15007 AC-15007 AC-26982	150 2 150 300	Lycoming	R680-9
AT-9A-CU	Curtiss-Wright		AC-26982	300 2	Lycoming	R680-13
AT-10	Beech	R-709-2	AC-19632 AC-15860 AC-15944	1430 2 150 191	Lycoming	R680-9
AT-10-CP	Globe	R-709-2	AC-24980	600 2	Lycoming	R680-9

Similar BT-9 series. "No-lacc, welded steel (fabric-covered) fuselage; single spar monocoque wing. Has one each Types M-2 fixed and M-1 flexible machine guns and provision for photographic equipment. (30 airplanes redesignated as BC-11).

Similar to BC-1 except four new wing with integral fuel tanks, semi-monocoque fuselage construction aft of rear cockpit, and other minor improvements. "ail surfaces are of the BC-2 type and the SCF-246 radio compass is installed. (94 converted to Model AT-6).

One BC-1A airplane, Serial #40-729, redesignated because of installation of an AT-6A type wing center section and landing gear. Reduction in gasoline capacity.

BC-1 airplane with rear cockpit equipped for instrument flying.

Similar to BC-1 except for incorporation of integral center section fuel tanks having a total capacity of 170 gal., installation of 3:2 (geared) R1340-45 engine, different wing and monocoque fuselage. Has RC-27 interphone in lieu of RC-164 type and 3-blade Hamilton standard constant speed propeller.

Low wing, all metal monoplane of conventional design with retractable land gear and two-space full cantilever wing. Gross weight 5700 lbs. (Prototype model).

Advance training airplane.

Advance training airplane.

Advance training airplane.

Advance training airplane.

Advance training airplane.

Advance training airplane.

All metal, cantilever, low wing monoplane with retractable landing gear; two-place tandem with sliding cockpit enclosure. Same as BC-1A except for substitution of radio equipment. Radio: - Radio compass - 246; marker beacon RC-39.

Same as AT-6 except for new center section, fluorescent lighting, and engine change. 400 converted to AT-6B. 150 redesignated as Navy Model SNV-5 airplanes on C.O. #2.

Low wing airplane similar to AT-6A except for armament and equipment modifications.

Same as the AT-6C except the electric system is changed from 12 to 24 volt.

One AT-6D modified with engine change for test as a high altitude trainer. (Serial #42-84241).

Similar to the AT-6D-NA except for the following: Flexible gunnery equipment and bomb shackles deleted; permanent rear seat added; canopy changed; wing structure redesignated; standardized instrument panel added.

Similar to the C-45 and T-2 Models for training student navigators in aerial navigation.

Low-wing monoplane of all wood construction except for fuselage, nose, and removable controls surfaces which are of metal construction, fabric covered; retractable landing gear; provisions for T-3 camera. (Redesignated AT-10).

Basically similar to the AT-7 and may be converted to a seaplane and/or airplane. Also special winterizing equipment is installed, as follows: engine nose cowling, fuel tank for fuel for priming engines; complete de-icing equipment for wings, tail, and fuselage; extra fuel tank is included in the nose baggage compartment; all cabin instruments and navigation tables which are in the Model AT-7 airplanes have been removed from the Model AT-7A.

Same as the AT-7 except that the following winterization items have been added: Special shutter type nose cowling including cockpit control; complete wing and tail de-icers; small tank for special fuel to prime engines; oil pressure gages and oil tank immersion heaters.

Same as the AT-7 except that the landing gear has been changed to provide for increased loading as requested by the service. This will necessitate the use of heavy duty tires, shock absorbers, coil springs manufactured by Bendix in lieu of AT-7 type G.P.E. tires, tubes and brakes, manufactured by Goodyear, resulting in corresponding changes in the landing gear struts, nacelle skin floors, and structure of the wing center section of the airplane.

Low-wing cabin monoplane; fuselage construction of welded steel tube, fabric covered; wing - full cantilever, two spar, wooden construction, leading edge plywood covered, entire wing fabric covered. Airplane will be used as a transition trainer to provide twin-engine training for advanced students.

Low-wing monoplane with retractable landing gear. Steel tube fabric covered fuselage and wings are all metal structure, fabric covered.

Same as the AT-9 except for engine change, smaller propeller diameter, and hydraulic changes in landing gear retracting system.

Designation changed from AT-7A in order to avoid confusion as there is a difference in airplane construction and horsepower of the engines over the Model AT-7. Passing lights are installed on some of these airplanes.

Same as Beech Model AT-10 except manufactured by Globe.

CHARACTERISTICS

TRAINING - Advanced

MODEL	M.F.R.	SPEC. NO.	CONT. NO.	QUANTITY	M.F.R.	POWER	PLANT	MODEL
AT-11	Beech	712-1A	AC-19608 AC-15944	1432 150	2	P&W	R985-AN-1	R985-AN-1
AT-11A-BB	Beech	712-A	AC-19608	36	2	P&W	R985-AN-3	R985-AN-3
AT-12	Republic	C-107-SW	Reg. A.F.C. 1 from Swedish Govt	50	1	P&W	R1830-45	R1830-45
XAT-13	Fairechild	713-2	AC-18565	2	2	P&W	R1340-AN-1	R1340-AN-1
AT-13	Fairechild	713-4	AC-22236 AC-25806	65 400	2	P&W	R1340-AN-1	R1340-AN-1
XAT-14	Fairechild	713-3	AC-18565	1	2	Ranger	SGV7700-1	SGV7700-1
XAT-14A	Fairechild	R6312-F	AC-18565	1	2	Ranger	V770-3	V770-3
XAT-15	Stearman (Boeing)	713-1	AC-18947	2	2	P&W	R1340-AN-1	R1340-AN-1
AT-15	Stearman (Boeing)	713-5	AC-20858	75	2	P&W	R1340-AN-1	R1340-AN-1
AT-15-B0	Boeing	713-5	AC-20858	325	2	P&W	R1340-AN-1	R1340-AN-1
AT-15-BL	Bellanca	713-5	AC-24609	360	2	P&W	R1340-AN-1	R1340-AN-1
AT-15-MC	McDonnell	713-5	AC-25601	360	2	P&W	R1340-AN-1	R1340-AN-1
AT-16	Noorduyn	501	DA-215	800	1	P&W	R1340-AN-1	R1340-AN-1
AT-17	Cessna	R-710-2	AC-20300	450	2	Jacobs	R755-9	R755-9
AT-17A	Cessna	DA-R-710-3	DA-785	223	2	Jacobs	R755-9	R755-9
AT-17B	Cessna	R-710-4	AC-20300	466	2	Jacobs	R755-9	R755-9
AT-17C-CE	Cessna		AC-30827	60	2	Jacobs	R755-9	R755-9
AT-17D-CE	Cessna	230			2	Jacobs	R755-9	R755-9
AT-17E-CE	Cessna				2	Jacobs	R755-9	R755-9
AT-17F-CE	Cessna				2	Jacobs	R755-9	R755-9
AT-17G-CE	Cessna				2	Jacobs	R755-9	R755-9
AT-17H-CE	Cessna				2	Jacobs	R755-9	R755-9
AT-18	Lockheed	717-1	AC-22346	217	2	Weight	R1820-87	R1820-87
AT-18A	Lockheed	717-2	AC-22346	83	2	Weight	R1820-87	R1820-87
AT-19	Vultee (Stinson)	1355	DA-1072	500	1	Lycoming	R680-13	R680-13
AT-20	Federal Aircraft		AC-40195	50	2	Jacobs	L-6MB	L-6MB
AT-21-FA	Fairechild	R7046	AC-25806	147	2	Ranger	V770-11	V770-11
AT-21-BL	Bellanca	R-7046	AC-24609	71	2	Ranger	V770-11	V770-11
AT-21-MF	McDonnell	R-7046	AC-25601	69	2	Ranger	V770-11	V770-11
AT-22-CF	Consolidated	ZD-32-016	AC-18723	5	4	P&W	R1830-43	R1830-43
AT-23A-FA	Varin	885-1	DA-1049 AC-31733	99 109	2	P&W	R2800-43	R2800-43
AT-23F-MO	Martin	887	AC-19342 AT-38728	324 28	2	P&W	R2800-43	R2800-43

Similar to the AT-7 but equipped with necessary armament for bombardment training of combat crews. Nose of airplane redesigned to provide bomber's window, fuselage redesigned to provide bomb racks and machine gun turrets. Weight is increased 1000 lbs. Armament: 2 flexible .30 cal. guns.

Similar to AT-11 except the following special equipment is installed to render it usable as a navigational trainer with navigator's instrument panel with D-12 compass, altimeter, and airspeed instruments; Type B-5 driftmeter.

All metal, low wing cantilever monoplane incorporating a two-place tandem cockpit and retractable landing gear. Specific installation of armament not determined. Swept installation at rear to permit maximum AAF armament of approximately four .30 cal. fixed forward firing machine guns and Type M-2 optical sight. Radio set SCR-183, transmitter RC-230, receiver RC-229, interphone RC-27.

Four place, mid-wing, full cantilever monoplane, intended primarily for training bombing crews. Armament consists of one .30 cal. machine gun in a power operated turret with 500 rounds of ammunition and ten 100-lb. bombs. Radio command set SCR-269; radio compass SCR-269A; marker beacon RC-43-A; interphone RC-36; filter equipment RC-32. (Reclassified ZCAT-13).

Basically the same as the XAT-13 with some changes in equipment. Armament same as in the XAT-13.

Four-place, mid-wing, full cantilever monoplane intended primarily for training bombing crews. Armament consists of one .30 cal. machine gun in a power operated turret with 500 rounds of ammunition and ten 100-lb. bombs. Radio command set SCR-269; radio compass SCR-269-A; marker beacon RC-43-A; interphone RC-36; filter equipment RC-32.

Model XAT-14 modified into a bombardier trainer with the following changes: Removal of gun turret, navigation dome, navigation instruments, and navigator's station, and the substitution of Type A-5 Automatic Pilot and Sperry bomb sight in lieu of the Minneapolis-Honeywell Type C Automatic Flight Control Electric System in combination with the Norden bomb sight. Radio equipment is to be relocated in the pilot's compartment and the radio operator's station eliminated. Reduction in the gross weight of the airplane is 326 lbs.; making the total gross weight approximately 12,400 lbs. (Reclassified ZCAT-14A).

Four place, mid-wing, full cantilever monoplane intended primarily for training bombing crews. Has a plywood wing and welded steel fuselage. Armament consists of one .30 cal. machine gun mounted in a power operated turret with 500 rounds of ammunition and ten 100-lb. bombs. Radio command set SCR-269; marker beacon RC-43-A; interphone RC-36; filter equipment RC-32. (1 crashed and burned, 1 sent to training schools).

Basically the same as the XAT-15 with some changes in equipment. Armament consists of one .30 cal. machine gun, Type M-2, with 500 rounds of ammunition mounted in fuselage turret, ten 100-lb. training bombs, Type M3A2, carried in fuselage bomb bay. Radio command set SCR-274-A; radio compass SCR-269; marker beacon RC-43-A; interphone RC-36; microphone T-30A; filter RC-32.

Basically the same as the XAT-15 with some changes in equipment. Armament consists of one .30 cal. machine gun, Type M-2, with 450 rounds of ammunition mounted in fuselage turret. Ten 100-lb. training bombs, Type M3A2, carried in fuselage bomb bay. Radio command set SCR-274-A; radio compass SCR-269; marker beacon RC-43; interphone RC-36; microphone T-30A; filter RC-32.

Same as the AT-15-E0 except manufactured by Bellanca.

Same as the AT-15-E0 except manufactured by McDonnell.

Similar to the AT-6 except for changes in equipment. (Known as M.A. Howard II). Radio command set SCR-183; microphone RC-27; interphone RC-17; filter RC-32; I.F.F. equipment SCR-535. (Manufactured in Canada and procured for British).

Low wing airplane similar to the AT-8 except for engine, deletion of automatic pilot, and minor structural changes.

Basically similar to the AT-17 except equipment and instruments are contractor furnished. No radio or armament is installed and propeller are fixed pitch wooden.

Similar to the AT-17 except that it has fixed pitch wooden propellers in lieu of constant speed metal propellers, resulting in a change in performance.

Similar to the AT-17A except for addition of SCR-183 radio command set and another generator.

Similar to the AT-17C except as follows: Accommodations for two crew members and three passengers; external finish aluminum color; no flare installed; two hand type fire extinguishers provided; no fixed O2 fire extinguisher system; no engine nose door; no oil system lagging.

Same as AT-16 except for 5300-lb. wing instead of 5700-lb.

Same as AT-17A except for 5300-lb. wing instead of 5700-lb.

Same as AT-17B except for 5300-lb. wing instead of 5700-lb.

Same as AT-17C except for 5300-lb. wing instead of 5700-lb.

Similar to the A-29A except for interior and equipment; has tow target provisions and training turret; bombardier and radio operator stations eliminated. Armament: Air arms turret with two .50 cal. machine guns. Radio command set SCR-274-N; radio compass SCR-269-C; marker beacon RC-43; interphone RC-36.

Externally similar to the AT-16 but the interior is designed for student navigator training. No turret or tow target provisions or armament. Radio command set SCR-274-N; SCR-269-C; marker beacon RC-43; interphone RC-36.

Three-place, high-wing, fabric covered monoplane. No armament. Radio receivers R-1116 and R-1147; transmitter T-1115. (English Model Aero Anson XI or II). Capacity - four; wing surface - 410 square feet; weight - 8000 lbs.; speed - 180 M.P.H. (Reclassified ZAT-20).

Similar to the AT-13 except for the following: Engine change; removal of bombardier's station, bombs and bombing equipment, radio man and navigator's stations; addition of .30 caliber gun in the nose with 500 rds. ammunition. Crew of pilot, co-pilot, and station in the cabin for three gunner students to be used while these students are not actually firing the turret or nose gun.

Same as the AT-21-FA except for manufacturer.

Same as the AT-21-FA and AT-21-BL except for manufacturer.

B-24D airplanes redesignated as training airplanes with provisions at six stations for training serial engineer personnel in the power plant operation of B-24 airplanes. Same external design as basic B-24; modification will not affect the airplane's aerodynamic lines or flying qualities. No bombing or armament equipment.

B-26C-1 airplane modified for use as advanced tow target trainer by removal of all unnecessary equipment including armor, armament, bombing equipment, deck turret, and other items. Type C-5 tow target windlass will be installed.

B-26C airplanes modified for use as advanced tow target trainers by removal of all unnecessary equipment including armor, armament, bombing equipment, deck turret, and other items. Type C-5 tow target windlass will be installed.

CHARACTERISTICS

TRAINING - Basic

MODEL	M.F.R.	SPEC. NO	CONT. NO	QTY	NO	POWER M.F.R.	PLANT MODEL	CHARACTERISTICS
BT-1	Douglas	1634	AC-1572	40	1	Liberty	12-A	Designation changed from O-2K. Reclassified ZEP-1.
BT-2	Douglas	1664	AC-1572	1	1	PRW	SR1340-B	Designation changed from O-32. O-2K with engine change.
BT-2A	Douglas	1664A	AC-2709 W-1987	30	1	PRW	SR1340-C	Production model. Designation changed from O-32A. (Reclassified ZEP-2A).
BT-2B	Douglas	1681	AC-3113	146	1	PRW	RL340-C	Similar to BT-2A except for changes in cowling and in the installation of a tail wheel and new instrument board incorporating small round dial instruments. (Reclassified ZEP-2B. Condemned 5-25-42).
BT-2BI	Douglas	1681	AC-3113	58	1	PRW	RL340-C	BT-2B equipped for instrument landing. (Reclassified ZEP-2BI).
BT-2BG	Douglas	1681	AC-3113	2	1	PRW	RL340-C	BT-2BI airplane converted into target. (A-4 target project).
BT-2BR	Douglas	1681	AC-3113	2	1	PRW	RL340-C	BT-2BI airplanes converted into target control airplanes.
BT-2C	Douglas	1664C	AC-3768	20	1	PRW	RL340-C	Same as BT-2B except for new landing gear and vertical tail surfaces. (Reclassified ZEP-2C).
BT-2CI	Douglas	1664C	AC-3768	13	1	PRW	RL340-C	BT-2C equipped for instrument landing. (Reclassified ZEP-2CI).
BT-3	Stearman	1713	P.O. 31-6074	1	1	Wright	R975	YPT-9 with engine change and other changes required for Basic Training. (Converted into YPT-9C).
XEP-4	Curtiss			1	1	Curtiss	YL150-E	O-1E converted to basic training type. (Changed to Y10-1G).
BT-5	Stearman	1713	P.O. 31-6074	1	1	PRW	R985	YPT-9, serial No. 31-462, with engine change and other changes required for Basic Training. (Surveyed 5-1-35).
BT-6	Consolidated	1713	P.O. 32-455	1	1	Wright	R975	Y1PT-11, serial No. 31-595, with engine change and other changes required for Basic Training. (Surveyed 4-15-36).
BT-7	Consolidated	1724	AC-4625	10	1	PRW	R985-A	Formerly known as Y1PT-12 type. (Reclassified ZEP-7).
BT-8	Seversky	98-1766-1A	AC-7248	30	1	PRW	R985-11	Two-place, low wing monoplane, incorporating split flaps, all metal construction, fixed type landing gear, equipped for instrument landing.
BT-9	North American	98-1766-A1	AC-7881	42	1	Wright	R975-7	Two-place, low wing monoplane with metal wing, steel tube fuselage, fabric covered; split type flaps; fixed landing gear; equipped for instrument landing.
BT-9A	North American	1766-A1	AC-7881	40	1	Wright	R975-7	Similar to Model BT-9 except for elimination of radio compass and marker beacon, both cockpits equipped with flight instruments, and armament installations for Organized Reserve training.
BT-9B	North American	98-701-1A	AC-9245 C.O. 2198	117	1	Wright	R975-7	BT-9B airplane, serial No. 37-208, equipped with experimental wing panels and tail surfaces, extended fuselage, new cockpit enclosure and blind flying hood.
BT-9C	North American	98-701-A	AC-9245 C.O. 2198	34	1	Wright	R975-7	Similar to Model BT-9C except for higher rated engine, Hamilton propeller, and D-1 manifold pressure gage. (Converted from BT-9B).
BT-9D	North American	98-701-A	AC-12736	1	1	Wright	R975-7	Similar to Model BT-9C except for higher rated engine, Hamilton propeller, and D-1 manifold pressure gage. (Converted from BT-9B).
Y1PT-10	North American	98-701	AC-9245 C.O. 2198	1	1	PRW	RL340-41	New design, plastic impregnated plywood, low wing, tandem monoplane with Hamilton Standard two-position propeller, SCR-183 radio, fixed landing gear, and sliding canopy. (Project discontinued).
XEP-11	Aircraft Research Corp.	XG-704-1	AC-12774 C.O. 2833	1	1	PRW	R985-25	New design, stainless steel, electric welded, low wing, tandem monoplane with Hamilton Standard 2-position propeller, SCR-183 radio, retractable landing gear, and sliding canopy cockpit.
XEP-12	Fleetwing	X-705-1	AC-12728	1	1	PRW	R985-25	Similar to the XEP-12 except for engine change and the forward portion of fuselage is constructed of steel tubing. No armament. Radio command set SCR-183; filter equipment RC-32; interphones.
BT-12	Fleetwing	H-44	AC-20857	24	1	PRW	R985-AM-1	Similar to the XEP-12 except for engine change and the forward portion of fuselage is constructed of steel tubing. No armament. Radio command set SCR-183; filter equipment RC-32; interphones.
BT-13	Vultee (Consolidated)	R-706-1A	AC-13219	300	1	PRW	R985-25 or -27	Similar to the BT-13 except that Type R-2A throttle quadrant and fluorescent instrument lighting is provided. All metal low-wing monoplane.
BT-13A	Vultee (Consolidated)	R-706-3A	AC-15569 AC-15042 AC-31383 AC-24650	2070 2580 900 1097	1	PRW	R985-AM-1	Identical to the BT-13A except for the following: 24-volt electrical system and 24-volt radio equipment installed as follows - SCR-274-N command set; RC-193 marker beacon receiver; RC-35 interphone 2-position; T-17 microphones (2); RC-32 filter equipment.
BT-13B-VU	Vultee (Consolidated)		AC-31383 AC-37821	1125 650	1	PRW	R985-25	Essentially the same as BT-9 with modifications including 6" longer fuselage, semi-monocoque construction from rear cockpit aft, tail section essentially the same as the BT-9. Same as the BT-9 except for engine. (27 microphones).
BT-14	North American	R-706-2A	AC-13220	251	1	PRW	R985-25 or -27	Similar to Model BT-14 except for engine change, which was necessitated because R985-25 spare engines were not available and the 985-11 engines formerly obligated for the BT-8 airplanes were modified for this installation. Radio: SCR-AL-183; transmitter EC-230; receiver 229; interphone RC-27. No armament.
BT-14A	North American	R-706-2A	AC-13220	27	1	PRW	R985-11A	Similar to Model BT-14A except for engine change. (371 Model BT-15 airplanes on AC-15369 later redesignated BT-13A).
BT-15	Vultee (Consolidated)	R-706-4A	AC-15569 AC-15042 AC-24650	430 320 943	1	Wright	R975-11	Same as the BT-15 except for the following: Engine change; 24-volt electrical system and 24 volt radio equipment installed as follows - SCR-274-N command set; RC-193 marker beacon receiver; RC-35 interphone (2 position); two T-17 microphones; RC-32 filter equipment. (None proceeded).
BT-15A-VU	Vultee (Consolidated)		AC-31383 AC-37821	1	1	Wright	R975-13	Two-place airplane similar to the BT-15A having the wing empennage, monocoque fuselage section, and the fairings and panels replaced by parts fabricated from plastic-impregnated plywood. No armament. Radio command set SCR-AL-183 and two T-17 microphones.
XEP-16	Vidal Research Corporation	101	AC-12714	1	1	PRW	R985-25	Low wing monoplane with fixed landing gear; wing is of wood cantilever construction and fuselage of steel tube with fabric covering. No armament. Radio to be installed after delivery to the Army Air Forces.
XEP-17	Stearman	R-706-5	AC-23157	1	1	PRW	R985-AM-1	

CHARACTERISTICS

MODEL	MFR.	SPEC. NO.	CONT. NO.	QTY.	NO.	PLANT MFR.	MODEL
X-7A-1	C. Elias		292				
X-7A-2	Huff-Daland		285				
7A-3	D-Wright		374-22				
X-7A-3	D-Wright		407				
X-7A-4	Eng. Div.		E.O. 3050				
X-7A-5	D-Wright		614				
X-7A-6	Huff-Daland		615				
X-7A-1	Eng. Div.		E.O. 2947				
X-7W-2	Cox-Klemin		524				
7W-3	Consolidated		1079-23				
X-7W-3	D-Wright		7471				
X-7W-4	Folder		F.O. 42180				
7W-5	Huff-Daland		711				
SE-5E	Eberhart		329-22				
VE-7	Vought		400				
7E-9	Vought		357-22				
MB-3M	Burgz. Div. San Antonio Repair Depot						
PT-1	Consolidated	1573-A, B, C	25228 2640 26146 AC-11	1 1 1	1	Wright	V720
XPT-2	Consolidated	1573	27-2264	1	1	Wright	R790
XPT-3	Consolidated		W-115-AG-11 P.O. 18578 P.O. 28-498	1	1	Wright	R790
PT-3	Consolidated	1617	AG-803 AC-804	100 30	1	Wright	R790
PT-3A	Consolidated	1617A	AG-1439	120	1	Wright	R790
XPT-4	Consolidated	1617	28-5011 & SP-319	1	1	Tairchild-Gamiez	447-C
XPT-5	Consolidated		29-1224	1	1	Curtiss	R600
XPT-6	Fleet		30-5	1	1	Klimer	R370
YPT-6	Fleet	Y-1678	AG-3069	10	1	Klimer	R370
YPT-6A	Fleet	-1678	AG-3069 SP-192	5	1	Klimer	R370
XPT-7	Mohawk		AC-3289	1	1	Klimer	R370
XPT-8	Consolidated		E.O. 414-2-33	1	1	Packard	DR980
XPT-8A	Consolidated		Work done by Packard Co.	1	1	Packard	DR980
PT-9	Stearman	Y-1696	AG-3775	4	1	Wright	R540
PT-9A	Stearman	Y-1696	AG-3775	1	1	Continental	R545
PT-9B	Stearman		P.O. 32-1783	2	1	Lycoming	R680
PT-9C	Stearman		32-1783	1	1	Klimer	YR720
PT-10	Verville	Y-1697	AG-3894	4	1	Wright	R540
YPT-10A	Verville	Y-1697	Converted at Division	1	1	Continental	R545
YPT-10B	Verville		32-422	1	1	Wright	YR540
YPT-10C	Verville		32-422 & 32-1784	3	1	Lycoming	YR680
YPT-10D	Verville		32-827	1	1	Klimer C-5	YR720
Y1PT-11	Consolidated	Y1-1711	AG-4075	4	1	Continental	R545
YPT-11A	Consolidated		32-155	1	1	Curtiss	R600
PT-11B	Consolidated	1725	AG-4625	5	1	Klimer C-5	YR720

Air cooled engine.
Air cooled engine.
Air cooled engine.
Air cooled engine.
Air cooled engine.
Air cooled engine.
Air cooled engine.
Water cooled engine.
Water cooled engine.
Water cooled engine.
Water cooled engine.
Water cooled engine.
Water cooled engine.
Water cooled engine.
Water cooled engine.
Water cooled engine.
Water cooled engine.
Production training airplanes. (Reclassified ZPT-1).
Standard PT-1 with Wright J-5 engine. (Reclassified ZPT-2).
Similar to the PT-1 except for fuselage and Clark "W" wing. New engine mount.
Production XPT-3. (Later reclassified ZPT-3 and engine changed to R790-A and -B).
Same as PT-3 except for changes specified in Exhibit "A" of contract AC-1439. Also engines changed to R790-A and -B.
Same as PT-3 except for power plant. (Project cancelled).
Same as PT-3 except for power plant. (Converted back to PT-3).
Two-place tractor biplane of all metal construction except wing spars; split axle type landing gear with oleo shock absorbers; spring leaf tail skid.
Service test XPT-6. (Later reclassified ZPT-6).
Similar to the YPT-6 with larger cockpit openings, dual instruments, and also tail skid. (Later reclassified ZPT-6A).
Mohawk "Pinto" (commercial) Model M-10, two-place, cantilever low wing monoplane. Two panel wings, fabric covered, Bendix brakes. (Surveyed 3-2-32).
XO-17A with engine change. (Surveyed 3-2-32).
A PT-3A with a new design engine mount and engine change. (Converted back to PT-3A).
Two seated tandem biplane. (See conversions).
YPT-9, Serial No. 31-459 with engine change. (Converted to YPT-9B).
YPT-9, Serial No. 31-460, and YPT-9A, Serial No. 31-459, with engine change. (None in service). (Serial No. 31-459 converted at Wright, 31-460 on P.O. 32-1783).
PT-9, Serial No. 31-461, with engine change.
Two seated tandem biplane. (See conversions).
YPT-10, Serial No. 31-519, with engine change. (Converted to YPT-10C).
YPT-10, Serial No. 31-521, with engine change. (Converted to YPT-10C).
YPT-10, Serial Nos. 31-519, 31-521, and 31-522, with engine change. (None in service).
YPT-10, Serial No. 31-520, with engine change.
Two seated-biplane with steel tube fuselage; wood wing. (3 converted).
Y1PT-11, Serial No. 31-596, with engine change. (Converted to PT-11C).
Y1PT-11 with engine change. (Converted to PT-11D).

CHARACTERISTICS

POWER PLANT MODEL

SPEC. NO. CONT. NO. QUANTITY

M.F.R.

MODEL

MODEL	M.F.R.	SPEC. NO.	CONT. NO.	QUANTITY	POWER PLANT MODEL	CHARACTERISTICS
Y1PT-11C	Consolidated	1725	32-1785	2	Lycoming	Y1PT-11, Serial Nos. 31-593 and 31-596, with engine change. (Converted into Y1PT-11D). Similar to the Y1PT-11C except for engine change and wing moved forward to Basic Training position, Basic Training landing gear. (Reclassified Y1PT-11B).
Y1PT-11D	Consolidated	1725	32-5037 AC-4625	1	Lycoming	
PT-11D	Consolidated	1725		29	Lycoming	The following airplanes were converted to PT-11D: Five Y1PT-11B's on Contract AC-4632, three Y1PT-11's on Contract AC-4075, and 21 Y1PT-11D's on Contract AC-4625. (None in service).
Y1PT-12	Consolidated	1724	AC-4625	10	PRW "Wasp"	Same design as Y1PT-11D except for engine and installation of Basic Training equipment. (Designation changed to Y1PT-7).
PT-13	Stearman	98-1765-ALA	AC-7864	26	Lycoming	Two-place biplane, steel tube fuselage, fabric covered; fixed type landing gear, hydraulic brakes.
PT-13A	Boeing (Stearman)	98-700-1A	AC-9099 C.O. #2122 C.O. #2321	44 28 20	Lycoming	Similar to Model PT-13 except for different engine, Type B-12 pilot's compass, Type A-3 bank and turn indicator, Type A-5 rate of climb indicator, and other minor improvements resulting from service use of the PT-13 model.
PT-13B	Boeing (Stearman)	R-707-1	AC-13244	255	Lycoming	Basically the same as the PT-13A except for engine change. (Six redesignated PT-13C).
PT-13C	Boeing (Stearman)	R-707	AC-13244 C.O. #1157	6	Lycoming	Same as PT-13B except equipped with navigation and cockpit lights, instrument hoods, and C-5 battery installation for night flying. (6 converted from PT-13B).
PT-13D-BW	Boeing (Stearman)	1078	AC-19041	1788	Lycoming	Basically similar to the PT-13C except as follows: Engine change; revised electrical system for night flying equipment incorporating AN components; use of Spec. 3580 hydraulic brake fluid in brake system numerous changes resulting from standardization of this type airplane. Waco Model Y1PT-7, commercial conventional two-place biplane with fabric covered wooden wings, and welded steel tube, fabric covered fuselage. Gross weight 2,650 pounds. Equipped with direct cranking starter; all instruments are commercial. (Crashed and completely wrecked 10-11-59).
XPT-14	Waco	1078-A	P.O. 5421	1	Continental	Same as the XPT-14 except for hand inertia starter, AAF standard instruments, B-11 safety belts, and improved landing gear. (Redesignated PT-14).
YPT-14	Waco	1078-A	AC-132611	13	Continental	Similar to the YPT-14 except for minor improvements. 2-place biplane of wood and steel construction, fabric covered. No armament or radio.
PT-14A	Waco	SL-108 & Append. IIB	DA-2513	1	Wright	St. Louis Model PT-14; all metal, two-place biplane of stressed skin, monocoque construction. Gross weight 2766 pounds. (Crashed and sur-veyed).
XPT-15	St. Louis	R-703-2	P.O. 5460	1	Wright	St. Louis Model PT-15, same as XPT-15, except instruments are Air Forces standard. (Redesignated PT-15).
YPT-15	St. Louis	R-703-2	AC-12610	13	Wright	St. Louis Model PT-15, same as XPT-15, except instruments are Air Forces standard. (Redesignated PT-15).
XPT-16	Ryan	STA-1	P.O. 5607	1	Menasco	Ryan Model STA-1, two-place, low-wing, commercial, wire-braced monoplane of semi-monocoque construction with one additional reinforcing strut on each side of fuselage.
YPT-16	Ryan	R-703-3	AC-12652	15	Menasco	Same as the XPT-16, except with direct cranking starter, B-11 safety belts, and Air Forces standard instruments. (Redesignated PT-16A).
PT-16A	Ryan	R-703-9	AC-16204	14	Kinner	Same as the XPT-16, except for engine change
PT-17	Boeing (Stearman)	R-707-2C	AC-13244 AC-19041 AC-15923 DA-1338	375 1850 1144 150	Continental	Basically same as the PT-13A except for engine installation. (12 converted to PT-17A).
PT-17A	Boeing (Stearman)	R-707	AC-13244 C.O. #1157	12	Continental	Same as the PT-17 except equipped with navigation and cockpit lights, instrument hoods, C-5 battery installation for night flying, and Type A-7 running and signal lights. (12 PT-17 airplanes redesignated).
PT-17B-BW	Boeing	R-707	AC-19041	3	Continental	Same as the PT-17A except equipped with a dusting hopper for mosquito control in swamp lands.
PT-17C-BW	Boeing	R-707-3	AC-13244	150	Continental	Similar to the PT-17 except for standardized A-N equipment.
PT-18	Boeing (Stearman)	R-707-3	AC-13244	6	Jacobs	Basically same as the PT-13A except for engine installation. (6 redesignated PT-18A).
PT-18A	Boeing (Stearman)	R-707	AC-13244	6	Jacobs	Same as the PT-18 except equipped with navigation and cockpit lights, instrument hoods, C-5 battery installation for night flying, and A-7 running and signal lights. (6 converted from PT-18).
PT-19	Fairchild	R-703-4A	AC-13318	270	Ranger	Two-place, low wing, monoplane; spruce wing spars, plywood covered; fuselage, steel tube, fabric covered; landing gear, cantilever.
PT-19A	Fairchild	R-703-7B	AC-15519 AC-19039 AC-24191 AC-29835 (61 ft)	672 898 1129 177 5	Ranger	Similar to Model PT-19 except for government furnished altimeters, airspeed indicators, and safety belts. Dynamic dampers installed on crank shaft of engine. (Six converted to Model PT-19B).
PT-19B	Fairchild	R-703	AC-15519 AC-19039	6	Ranger	Same as the PT-19A except equipped with navigation and cockpit lights and C-5 battery installation for night flying. (6 converted from PT-19A).
PT-19B-FA	Fairchild	62202	AC-24191 AC-29835	71 703	Ranger	Similar to the PT-19A except for blind flying and night flying equipment as follows: Blind flying equipment - bank and turn indicator, rate-of-climb indicator, vacuum pump, and blind flying hood. Night flying equipment - wing tip lights, rudder light, cockpit lights, battery, generator, and passing lights. (Similar to the PT-19B airplanes converted from PT-19A).
PT-19B-AE	Aerona	62202	AC-25031	143	Ranger	Identical to the PT-19B-FA except for manufacturer.
PT-20	Ryan	R-703-5	AC-13316	30	Menasco	Similar to the PT-16 except for minor changes including adjustable seats, commercial instruments, toe instead of heel brakes, cockpit out-lets altered, emergency tail skid. (27 converted to PT-20A, 3 converted to PT-20B with engine changes).
PT-20A	Ryan	R-703	AC-13316	27	Kinner	Same as the YPT-20 except for engine change.
PT-20B	Ryan	R-703	AC-13316	3	Menasco	Same as the YPT-20 except for engine changes. (None in service).
PT-21	Ryan	R-703-6	AC-15566	100	Kinner	Two-place tandem, low-wing, wire braced monoplane, metal monocoque fuselage, AAF standard seats, carburetor air cleaners, G.P.F. airspeed indicator, altimeter, and engine gage units to be provided. (Development of the PT-20 with longer and wider fuselage and simplified landing gear).
PT-22	Ryan	R-703-8	AC-15566 AC-15040	573 450	Kinner	Basically the same as the PT-21 except for engine change.
PT-22A-RY	Ryan			25	Kinner	Same as the PT-22 except instrument readings in Dutch language and other minor equipment changes. (Sent to the Dutch).
PT-22C-RY	Ryan			250	Kinner	Same as the PT-22 except for engine change, which requires a wobble pump for the use of the pilot and a fuel pressure gauge in each cockpit. (250 PT-22 airplanes changed in service).

CHARACTERISTICS

MODEL	MFR.	SPEC. NO.	CONT. NO.	QTY.	POWER		PLANT	MODEL
					MFR.	HP.		
PT-23	Fairchild	6315	AC-15519	1	1	Continental	R670-5	Similar to the PT-19A except for engine change.
PT-23-AP	Aerones	R-703-12	AC-25031	375	1	Continental	R670-4	Identical to the PT-19A airplane except that a Continental R670-4 engine is installed in lieu of a Ranger L440-1.
PT-23-FA	Fairchild		AC-19039	2				
PT-23-FE	Fleet		AC-30109	93				
PT-23-HD	Howard		AC-26981	200				
PT-23-SL	St. Louis		AC-26611	200				
PT-23A-F7	Howard	6315-A	AC-26981	150	1	Continental	R670	PT-23 redesignated with change in electrical system and removal of night flying equipment and electric oil dilution system.
PT-23A-SL	St. Louis		AC-26611	106				
PT-24	DeHavilland	DA-71L-1	DA-230	200	1	"Gipsy Major"	1C	DeHavilland "Tiger Moth" primary trainer. Single bay, fabric covered bi-places, tandem cockpits, no radio or armament.
YPT-25	Ryan	1202A	AC-21204	5	1	Lycoming	O-435-1	Low-wing, cantilever monoplane with 185 HP engine, and either a Wickwire-Spencer 7'2", two-blade, automatic, wooden propeller, or a Sausenich Bros. 6'11" fixed pitch wooden propeller. The airplane is constructed of wood with fabric covered wings. Dual instruments and lights installed for blind and night flying instruction. No radio or armament. (Reclassified ZPT-25).
PT-26	Fairchild	DA-R-703-11	DA-802	400	1	Ranger	L440-3	Similar to the PT-19 except for the following: Engine change; cockpit heater, blind flying hood and instruments; seats with Sutton harness; interphone RC-73.
PT-26A-FE	Fleet	204	AC-41303	270	1	Ranger	L440-7	Same as the PT-26 except for the following: Instruments changed from C.C.E. to C.F.E. and rearranged; exhaust manifold changed; weight, load, and performance revised.
PT-26B-FE	Fleet	RGAF AIR-11-23	AC-30110	390	1	Ranger	L440-7	Same as the PT-26A except that no oil dilution system is installed and an extra c lock is incorporated in the front cockpit.
PT-27	Boeing (Swearman)	R-707-4	AC-40057	250	1	Ranger	L440-7	Similar to the PT-17 except for addition of following: Cockpit enclosure; blind flying hood; cockpit heater; seats incorporating Sutton harness; oil tank hopper; blind flying instruments; night flying equipment. Radio: Interphone RC-73.
			DA-1338	300	1	Continental	R670-5	

MODEL	MFR.	SPEC. NO.	CONT. NO.	QUANTITY	NO.	POWER MFR.	PLANT MODEL	CHARACTERISTICS
X-T-1	Glenn L. Martin							Transport airplane.
X-T-2	Fokker			344				Transport airplane.
X-T-3	L. W. F.			683				Transport airplane.
DWC	Douglas							Transport airplane (World Cruise).
Xa-1	Cox-Klemin	1570-A		718				Transport airplane (World Cruise).
C-1	Douglas	1571		2	1	Liberty	L2-A	Biplane of steel tube, rigid construction. Wood wings. Axleless type landing gear. (Ambulance airplane). Nose radiator. (Reclassified ZC-1).
C-1A	Douglas	1571 & C.O.		7	1	Liberty	L2-A	Service test transport, direct-drive Liberty engine. Reclassified ZC-1.
C-1C	Douglas	26377 AC-15		2	1	Liberty	L2-A	Same as C-1 with geared Liberty engine. (Reclassified ZC-1).
C-2	Atlantic	X-1591		7	1	Wright "Whirlwind"	J-5 R-790	Improved C-1 (Reclassified ZC-1C).
C-2A	Atlantic	AC-822		3	3	Wright "Whirlwind"	J-5 R-790	Three-engined monoplane. (Reclassified ZC-2).
C-2B	Gen. Aviation			8	3	Wright "Whirlwind"	J-5 R-790	Three engined monoplane modified type C-2; increased wing area. An additional 90 gal. fuel tank. Improved ambulance arrangement. (Designation changed to C-7).
C-3	Ford	AC-1049		3	3	Wright "Whirlwind"	J-6 R-975	Same as C-2A except for engine. (Designation changed to C-7A).
C-3A	Ford	AC-1664		1	3	Wright "Whirlwind"	J-5 R-790	Ford monoplane, all metal. (Reclassified ZC-3).
C-4	Ford	1652 & C.O.		7	3	Wright "Whirlwind"	J-5 R-790	Ford improved Type C-3. (Designation changed to C-9).
C-4A	Ford	1652-A		1	3	P&W "Wasp"	R-1340B R-1340D	Same as Type C-9 except for engine (Model 5-4F). (Reclassified ZC-4).
C-4B	Ford			1	3	P&W "Wasp"	R-1340C	Production C-4 with minor changes. Outboard engines equipped with ring cowl. (Reclassified ZC-4A).
C-5	Atlantic	1650		1	3	P&W "Wasp"	R-1340C	Similar to C-4A except for engine change and minor refinements. (Reclassified ZC-4B).
C-6	Sikorsky	1653		1	2	P&W "Wasp"	R-1340C	Monoplane - Fokker Model F-10A. (Reclassified ZC-5).
C-6A	Sikorsky	1653C		10	2	P&W "Wasp"	R-1340C	Sikorsky Model S-28A Amphibian. Sesquiplane with retractable landing gear and retractable tail skid. Provision made for camera and radio but no armament. Reclassified ZC-6.
C-7	Atlantic	AC-822		8	3	Wright	J-6 R-975	Production C-6 with minor changes. (Reclassified ZC-6A).
C-7A	Gen. Aviation	1658		6	3	Wright	J-6	Model C-2A with J-6 engines and minor improvements. (Reclassified ZC-7).
XO-8	Fairchild	29-4720		1	1	P&W "Wasp"	J-6	Improved C-7; new wing, change in landing gear, and cockpit arrangement. (Reclassified ZC-7A).
C-8	Fairchild	AC-3167		8	1	P&W	R-1340	Fairchild Photographic Model 71. (Designation changed to XT-1).
C-8A	Fairchild	1682-A		6	1	P&W	SR-1340C	Formerly known as Model F-1. (Reclassified ZC-8).
C-9	Ford	AC-1664		7	3	Wright	J-6 R-975	Formerly known as Model F-1A. (Reclassified ZC-8A). (Condensed 2-7-42).
XO-10	Curtiss	29-5469		1	1	Warner "Goarab"	R-420	Type C-3A with R-975 (J-6) engines. (Reclassified ZC-9).
C-11	Consolidated	AC-3397		1	1	P&W	R-1860	Curtiss Robin high wing commercial monoplane. (Reclassified ZC-10).
C-11A	Consolidated	31-3128		1	1	Wright	R-1820E	High speed, high wing monoplane, four-place; all wood cantilever wing; fuselage constructed of sheet aluminum alloy, monocoque formed. (Converted to C-11A type).
C-12	Lockheed "Vega"	AC-3553		1	1	P&W "Wasp"	R-1340C	C-11 with engine change. Also rebuilt cockpit enclosure. (Reclassified ZC-11A).
C-13	Gen. Aviation	YI-1687		19	1	Wright	R-1750F	High speed monoplane, four-place; all wood cantilever wing; fuselage constructed of sheet aluminum alloy, monocoque constructed. (Reclassified ZC-12).
C-14	Gen. Aviation			1	1	Wright	R-1820	Model designation not assigned.
C-14A	Gen. Aviation	AC-3465 C.O. 1184		1	1	P&W	R-1690B	Commercial (Model F-117) monoplane, cantilever all wood wing, steel tube fuselage and tail surfaces; pilot's cockpit exposed in rear of passenger cabin which seats six passengers. (Reclassified ZC-14).
C-15	Gen. Aviation	AC-3465		1	1	Wright	R-1750E	Model C-14 airplane (31-381) with engine change. Reclassified ZC-14B.
C-15A	Gen. Aviation	32-3883		1	1	Wright	R-1820-EM	Last article YIC-14 converted for ambulance purposes. (Converted into C-15A model).
C-16	Gen. Aviation	YI-1692		1	1	P&W	R-1860	Similar to C-15 except for engine change. (Reclassified ZC-15A).
YIC-17	Lockheed	AC-3623		1	1	P&W	SR-1340F	High-wing amphibian monoplane, 4 passenger, fuselage monocoque formed, all wood cantilever wing. (Airplane tested by Air Forces, but no contract entered into).
YIC-18	Boeing	YI-1693		1	1	P&W	R-1860-B	Same as YIC-12 except for structural fuselage change, accommodating low drag landing gear and cabin gas tank. (Crashed and surveyed 5-6-31)
YO-19	Northrop	Y-1694A		1	1	P&W	R-1340C	Low-wing, all metal monoplane. Exposed pilot's cockpit at rear of passenger's cabin; monocoque construction. Six passenger. (Airplane tested by Air Forces but no contract entered into).

CHARACTERISTICS

TRANSPORT - Cargo

MODEL	MFR.	SPEC. NO	CONT. NO.	QUIN.	NO.	POWER MFR.	PLANT MODEL
Y1C-21	Douglas	1695	AC-4460	8	2	Wright	R-1340-E
Y1C-22	Consolidated	1699	AC-3791	3	1	Wright	R-1340-E
C-23	Detroit (Alfair)	1714	AC-4515	4	1	Wright	R-1820E
C-24	American		32-1831	1	1	P&W	SR-1340-E
C-25	Detroit			1	1	P&W	R-985A
C-26	Douglas	1695	AC-4460	2	2	P&W	R-985B
C-26A	Douglas	1727	AC-5100	8	2	P&W	R-985-9
C-26B	Douglas	1739	AC-5745	4	2	P&W	GHR-1860B
C-27	Bellanca	1729	AC-5128	4	1	P&W	R-1860-19
C-27A	Bellanca	1729A	AC-5609	10	1	P&W	R-1820-17
C-27B	Bellanca		AC-6365	1	1	Wright	R-1820-25
C-27C	Bellanca		32-6194	1	1	P&W	R-985-A
C-28	Sikorsky			1	1	P&W	R-1340-29
C-29	Douglas	1742	AC-5745 C.O. 2696	2	2	P&W	R-1820-23
YC-30	Curtiss		AC-5927	2	2	Wright	R-1820-25
XC-31	Kreider-Reiser	Mfr's. 318	AC-6810 Bairmont 0216	1	1	Wright	R-1820-25
XC-32	Douglas	SN-151-1	AC-7856	1	2	Wright	SR-1820-F-3A
C-32A	Douglas	540	P.O. 6838	25	2	Wright	R-1820-25
C-33	Douglas	98-1771-1	AC-7925	18	2	Wright	R-1820-25
C-34	Douglas	Y-301-1	AC-8435	2	2	Wright	R-1820-25
XC-35	Lockheed	X-303-1	AC-8805	1	2	P&W	R-1340-43
Y1C-36	Lockheed	Y-303-1	AC-9063	2	2	P&W	R-985-13
UC-36	Lockheed		AC-9063	1	2	P&W	R-985-13
UC-36A	Lockheed			15	2	P&W	R-985
UC-36B	Lockheed	590		4	2	P&W	R-1340
UC-36C	Lockheed			7	2	Wright	R-975
Y1C-37	Lockheed	Y-303-2	AC-9619	1	2	P&W	R-985-13
UC-37	Lockheed	Y-303-2		1	2	P&W	R-985-13
C-38	Douglas	1771-1	AC-10824	1	2	Wright	R-1820-45
C-39	Douglas	98-308-1	AC-11137	36	2	Wright	R-1820-55
UC-40	Lockheed	98-311-1	AC-11206 C.O. 2693	3	2	P&W	R-985-17
UC-40A	Lockheed	98-311-2	C.O. 2493	10	2	P&W	R-985-17
UC-40B	Lockheed	98-311-3	C.O. 2493	1	2	P&W	R-985-17
UC-40C	Lockheed			10	2	P&W	R-985
UC-40D	Lockheed	676		1	2	P&W	R-1830-21
C-41	Douglas	98-308-2	AC-11137 C.O. 2504	1	2	P&W	R-1830-21
C-41A	Douglas	98-308-4	AC-11137	1	2	P&W	R-1830-21
C-42	Douglas	98-308-3	AC-11137	1	2	Wright	R-1820-53
YC-43	Beach	C-309-1	AC-12336	3	1	P&W	R-985-17

Same as C-19 except purchased out of P-1 funds. (Reclassified ZC-19).

Fokker Model F-32. High wing monoplane with steel tube fuselage and cantilever wood wings. (Airplane tested by Air Forces but no contract entered into).

High wing, amphibian monoplane. All metal fuselage and cantilever wing. (Reclassified ZC-21).

Same as Y1C-11 except for engine change and minor improvements. (Reclassified ZC-22).

Commercial two seated, low-wing monoplane, metal fuselage. Oleo landing gear, retractable, electrically operated. (Reclassified ZC-23 and engine changed to R-1340-41).

Steel constructed, externally braced high wing monoplane, fabric covered steel tube fuselage, oleo type landing gear. (Reclassified ZC-24 and engine changed to R-1820-2K).

Similar to C-23 except wood fuselage, extra large tanks for long distance flying, and retractable landing gear, mechanically operated. (Reclassified ZC-25).

Similar to Y1C-21 type except for engine change and minor refinements; retractable landing gear. (Reclassified ZC-26).

Similar to C-26 except for 6:1 compression ratio engine and minor refinements. (Redesignated OA-4A).

Similar to C-26A except for minor improvements. (Redesignated OA-4B and C-29).

Sesquiplane type cargo carrier; steel tube fuselage, wood wings, fabric covered. (Converted to C-27C model).

Similar to Type Y1C-27 except for minor refinements and later type engine. (Converted to C-27C model).

C-27A airplane AC-3319 with engine change. (None in service).

Models C-27 and C-27A airplanes with engine change. (None in service).

Five-place commercial amphibian, high wing monoplane; externally braced, all metal, fabric covered; all metal, fabric covered tail surfer. (Reclassified ZC-28).

Similar to C-26B model except for cabin arrangement and engine change. (None in service).

Biplane of all metal construction, fabric covered, retractable landing gear; equipped with radio. (Reclassified C-30, and engine changed to R-1820-17).

High-wing monoplane cargo carrier, steel tube fuselage, fabric covered; retractable landing gear (formerly known as ZC-31 type). (Reclassified ZC-31).

Douglas model DC-2. 14-place, low wing monoplane of all metal construction flaps; retractable landing gear. Equipped with sound-proof compartment in the forward part of cabin. (Reclassified C-32). (None in service).

COMMERCIAL: Douglas Model DC-2. 14-place, low-wing, closed land monoplane.

14-place, low wing monoplane, cantilever wing, all metal construction, retractable landing gear (Douglas Model DC-2 modified to meet Air Forces cargo requirements).

Similar to Model XC-32 except for interior arrangements.

Commercial low wing monoplane. (Lockheed Model Electra), procured for experimentation of high altitude supercharged cabin.

10-place, low wing monoplane, retractable landing gear, electrically operated, aluminum alloy stressed type fuselage construction, 2-way controllable propeller (Lockheed Model 10-A). (Redesignated C-36). (Macked Feb. 3, 1938, one redesignated C-36).

Y1C-36 redesignated.

COMMERCIAL: Lockheed Model Electra 10-A. 12-place, low-wing, all metal cantilever commercial transport. Retractable landing gear.

COMMERCIAL: Lockheed Model 10-E. 12-place, low-wing, cabin land monoplane. (10 passengers and crew of 2). Retractable landing gear. Wing split trailing edge flaps electrically operated.

COMMERCIAL: Lockheed Model Electra 10-B. 12-place, cabin land monoplane. All metal construction with retractable landing gear.

Lockheed model 10-A (Electra), 10-place, low wing, all metal monoplane with retractable landing gear and special cabin furnishings as were required by the Militia Bureau. (Redesignated C-37).

Y1C-37 redesignated.

One Model C-33 (Serial No. 36-70 converted. Equipped with constant speed propellers, R-1820-45 engines and DC-3 type tail surfaces.

Similar to C-33 model; has tail surfaces and wing outer section panel similar to commercial DC-3; also equipped with Hamilton Standard hydromatic propellers; landing gear similar to that on the P-13 airplane and fuselage similar to the C-33 airplane.

All metal, low wing monoplane equipped with retractable landing gear, wing flaps and de-icing equipment. Provision for five passengers and crew of two. Has special rack for seven detachable type parachutes.

Similar to C-40 except for crew of two and three passengers. Also equipped with a baggage compartment and a lavatory.

Similar to C-40 except that it is equipped with a tricycle landing gear, an automatic pilot, and an SCR-242-B radio compass, and marker beacon receiver; has provision for four passengers and a crew of two. (None in service).

Model designation cancelled.

COMMERCIAL: Lockheed Model 12-A. 9-place, cabin land monoplanes with metal propellers. Standard weight - 8650 lbs.

Similar to C-39 (Cargo) except engines have automatic mixture control. To be used as a personnel transport. Equipped with full feathering Hamilton Standard propellers. Incorporated provision for 14 passengers and a crew of two.

Essentially a Commercial DC-3 with the cabin modified to meet Air Forces requirements.

Similar to Model C-39 except for engines and interior arrangement of cabin.

Light Personnel Transport carrying 3 passengers and a crew of 2; negative staggered biplane of conventional wooden wing and steel tube fabric covered fuselage.

CHARACTERISTICS

TRANSPORT - Cargo

MODEL	MFR.	SPEC. NO.	CONT.	NO.	QUANTITY	POWER MFR.	PLANT MODEL
C-43-BH	Beech	DA-309-2	AC-12336	27	1	P&W	R985-AN-1
C-43A-BH	Beech	648		75	1	Wright	R975
C-43B-BH	Beech			13	1	P&W	R985
C-43C-BH	Beech	689		37	1	Jacobs	R915
C-43D-BH	Beech	641		31	1	Jacobs	L-5
C-43E-BH	Beech	638		5	1	Wright	R975
C-43F-BH	Beech	713		1	1	Wright	R760E-2
C-43G-BH	Beech			12	1	Jacobs	L-5
C-43H-BH	Beech			3	1	Wright	R975-B-3 CR-2
C-43J-BH	Beech			2	1	Jacobs	L-4
C-43K-BH	Beech			1	1	"Whirlwind"	
XD-44	Messerschmitt	ME-108	Funds Allocated Attached	1	1		AS-10C
C-45-BH	Beech	R-305-1	AC-13015	11	1	P&W	R985-17
C-45A-BH	Beech	R-305-2	AC-15580	20	2	P&W	R985-AN-1
C-45B-BH	Beech		AC-24998 Supplement #2	100	2	P&W	R985-AN-1
C-45C-BH	Beech	710		2	2	P&W	R985
C-45D-BH	Beech		AC-24998	1	2	P&W	R985-1
C-45E-BH	Beech	Mfr's Report 20-216	AC-24998	2	2	P&W	R985-AN-3
C-46-CU	Curtiss-Wright	Mfr's Report 20-216	AC-15785	25	2	P&W	R2800-43
C-46A-CU	Curtiss		AC-24581 AC-40618 AC-40618	500 980	2	P&W	R2800-51
C-46A-1-CU	Curtiss	20-216	AC-15785 AC-40618 AC-15999	21 20 4	2	P&W	R2800-51
C-46A-5-CU	Curtiss	20Z-16	AC-15999	50	2	P&W	R2800-51
C-46A-10-CU	Curtiss	20Z-16	AC-15999	50	2	P&W	R2800-51
C-46A-15-CU	Curtiss	20Z-16	AC-15999	50	2	P&W	R2800-51
C-46A-20-CU	Curtiss	20Z-16	AC-19174	50	2	P&W	R2800-51
C-46A-25-CU	Curtiss	20Z-16	AC-19174	50	2	P&W	R2800-51

Five place personnel transport of conventional biplane construction, equipped with constant speed, two-bladed propellers. No armament. Radio: Receiver ME-110 Loop RA-100; transmitter (Bendix) TA-6A; Range Filter (RCA) AVA 38.

COMMERCIAL: Beech Model D-17R. 5-place, closed cabin biplane. Fabric covered, welded steel tubing fuselage with retractable landing gear.

COMMERCIAL: Beech Model D-17S. 5-place, fabric covered biplane. Welded steel tubing fuselage with retractable landing gear.

COMMERCIAL: Beech Model F-17D. 5-place, closed cabin biplane. Fabric covered steel welded fuselage.

COMMERCIAL: Beech Model E-17B. 4-place, cabin biplane with retractable landing gear and fixed metal propeller.

COMMERCIAL: Beech Model C-17R. 5-place, closed land biplane, metal propellers.

COMMERCIAL: Beech Model D-17A. 5-place, fabric covered biplane.

COMMERCIAL: Beech Model C-17B. 5-place cabin land biplane. Engine - 285 HP, 2000 RPM.

COMMERCIAL: Beech Model B-17R. 5-place cabin land biplane. Weight - 3615 lb.; 285 HP engine; metal fixed or adjustable propeller.

COMMERCIAL: Beechcraft Model C-17L. 5-place cabin land monoplane; fixed metal propeller.

COMMERCIAL: Beechcraft Model D-17W. Purchased from Jacqueline Cochran; an experimental commercial airplane with an over powered engine.

Characteristics not known. German designed and constructed airplane procured for use of Military Attache for Air, Berlin, Germany. (Confiscated by German Government Dec. 1941).

Personnel transport. 6-place; gross weight 7,500 lbs. Low wing, cantilever, monoplane of all metal monoplane of all metal monocoque construction. Wing has steel spar, Alcaid ribs, and stressed skin metal covering.

Identical to C-45 except for installation of fluorescent lighting and incorporation of 23 volt electrical system.

Similar to C-45A except for interior arrangement. No armament. Radio: Command set SCR-274; radio compass SCR-269; interphone RC-36; beacon RC-43; filter equipment RC-32; emergency receiver SCR-378 and SCR-535; provisions for SCR-515. (250 airplanes on Contract AC-24998 redesignated AN-71).

COMMERCIAL: Beech Model 18-S, 11-place, cabin land monoplane. Retractable landing gear. Fuselage constructed of aluminum.

Two AT-7 airplanes redesignated. The following equipment was jacked: Three seats on right hand side against fuselage wall; oxygen bottle rack; instrument panel and instruments from cabin; interphone box; navigator's table; drift meter 01-90KA-11; battery lead conduit; radio compass control box and indicator from cabin. Following equipment was installed: Five air-liner bucket type seats, three on right hand side and two on left side. Gyro compass removed from pilot's instrument panel and all identification and name plates changed.

Two AT-7B airplanes redesignated with the following changes: removal of various navigational equipment including charts, drift meter, navigator's compass, cabin instruments, and table. Addition of transport type seats and installation of SCR-595 radio, later on airplane Serial No. 42-12468 only.

MIA-wing, all metal monoplane with retractable landing gear. To be used as cargo, ambulance, troop carrier, or straight transport.

Similar to Model C-46 except for an enlarged loading door 95" in width, and provisions for carrying air-borne task force equipment.

The last 21 C-46 airplanes on AC-15785 redesignated in compliance with directives to incorporate block system designation in production airplanes. These last 21 airplanes differ from the first 25 on subject contract as follows: Larger cargo loading door; stressed for 45,000 lbs.; incorporate airborne task force provisions.

Same as the C-46A-1-CU except for the following: OE landing gear and flap position indicator; radio static eliminator; Type B-5 ignition switch; removal of tail-tale system.

Same as the C-46A-5-CU except for the following: Rudder booster and gust lock removal; installation of electric propeller; 200 amp generator; other minor changes.

Same as the C-46A-10-CU except for the following: Auxiliary electric power plant; removal of lower cowling; long range fuel provisions; addition of wing walkway; airspeed blow-out system; other minor changes.

Same as the C-46A-15-CU except for oil quantity gauge, removal of alcohol windshield anti-icer, and other minor changes.

Same as the C-46A-20-CU except for the following: Redesignated instrument panel; oxygen system installation; pilot mast alcohol de-icer; adapter for low impedance headset; other minor changes.

MODEL	MFR.	SPEC.	NO	QUANTITY	NO	POWER	PLANT	MODEL	CHARACTERISTICS
						MFR.	MODEL		
C-46A-30-CU	Curtiss	202-16	AC-1917L	50	2	P&W	R2800-51	Same as the C-46A-25-CU except for the following: Electric suits reheat; two 100,000 B.T.U. and one 40,000 B.T.U. surface combustion heaters; auxiliary hydro system boosters and brake; double row of rivets added to fuel tank ends; other minor changes.	
C-46A-35-CU	Curtiss	202-16	AC-1917A	96	2	P&W	R2800-51	Same as the C-46A-30-CU except for engine cowling service change, new type intake manifold hose shields, increased vapor vent lines, and other minor changes.	
C-46A-40-CU	Curtiss	202-16	AC-24581	244	2	P&W	R2800-51	Same as the C-46A-35-CU except for the following: Redesigned fuselage skin with larger sections; AN/ARR-1 radio; portable oxygen cylinder brackets; stud type terminal assembly for attachment of leads; other minor changes.	
C-46A-45-CU	Curtiss	202-16 Rev. "L"	AC-24581	300	2	P&W	R2800-51	Same as the C-46A-40-CU except for the changes shown in the Master Change Record.	
C-46A-50-CU	Curtiss	202-16	AC-24581	375	2	P&W	R2800-51	Same as the C-46A-45-CU except for the following: Not available.	
C-46A-55-CU	Curtiss	202-16 Rev. "L"	AC-24581	2101	2	P&W	R2800-51	Same as the C-46A-50-CU except for the following: Not available.	
C-46A-1-CE	Curtiss	202-16 Rev. "L"	AC-40618	2	2	P&W	R2800-51	Similar to C-46A-1-CU except for manufacturer's plant and other changes not listed.	
C-46A-1-HI	Higgins	202-16 Rev. "L"	AC-298	2	2	P&W	R2800-51	Similar to C-46A-1-CU except for manufacturer and other changes not listed.	
XG-46B	Curtiss			1	2	P&W	R2800-34	Same as the C-46 except for installation of P&W R2800-34 engines equipped with Curtiss-Wright 3-bladed propeller, blade design 830-10A-6, hub design C624S-C, and new two-zone cowling, quick detachable type mount in new nacelles.	
C-46D-1-CU	Curtiss	202-16		2	2	P&W	R2800-51	Similar to the C-46A-45-CU except for the following: Addition of one paratroop static cable and jump; signal assembly; radio revisions; relocate toilet to rear.	
C-46D-3-CU	Curtiss	202-16		2	2	P&W	R2800-51	Similar to the C-46D-1-CU except for the following: Two static lines and jump signal assemblies; formation lights; additional door in right side; additional door in left rear cargo door; other minor changes.	
C-46D-10-CU	Curtiss	202-16		2	2	P&W	R2800-75	Similar to the C-46D-3-CU except for engine change and minor changes.	
C-46E-CK	Curtiss	202-16	AC-40618	2	2	P&W	R2800-51	Similar to the C-46A-60-CK except for the following: Revised nose section including radio rearrangement, instrument panel rearrangement, and flatglass windshield; elimination of controls boost; other minor changes.	
C-46F	Curtiss			2	2	P&W	R2800-51	Similar to C-46A except flat glass windshield, instrument panel rearranged, redesigned outer wing panels.	
C-46G	Curtiss			2	2	P&W	R2800-34W	Same as the C-46F except engine change.	
C-47	Douglas	31A-10	AG-15847 AG-20669 DA-1043 DA-1043 DA-1043 DA-1043	545 204 206 200	2	P&W	R1830-92	Low wing cantilever monoplane with aluminum alloy covered wing and fuselage. Same as the Douglas model DC-3 except for larger cargo door and cabin arrangement. (150 with camouflage finish for British; 200 without camouflage with glider towing equipment).	
C-47A-DL & C-47A-DK	Douglas	DS-456	AC-20669 AC-28405	2	2	P&W	R1830-92	Same as the C-47 except for 24-volt electrical system.	
C-47A-1-DL	Douglas	DS-456	AC-20669 DA-1043	1 47	2	P&W	R1830-92	The following changes are made over the previous model: Provisions for Type C-3A in-flight signal lamp; replacement of commercial safety belts by Type B-11; replacement of Type 320-3-38 pilot static tubes with Type D-2; 2 long range tanks instead of 3; addition of one standby inverter; booster coils replaced with Type VR-24-B3 vibrators; addition of first aid kits and hand axe stowage provisions; addition of 1/2 gal. steam system filler tank; deletion of oil pressure warning system; 325H-O1 altimeters replaced by Type C-12; Type P-1 ammeter instead of Weston 506 volt type; Weston air and oil temperature indicators replaced by Types C-11 and A-24.	
C-47A-5-DL	Douglas	DS-456	AC-20669	9	2	P&W	R1830-92	Same as the C-47A-1-DL except for deletion of fuel pressure warning system.	
C-47A-10-DL	Douglas	DS-456	AC-20669	24	2	P&W	R1830-92	Similar to the C-47A-5-DL except for the following: Revisions to camouflage on wing and empennage; elimination of pilot's chart board; addition of weight and balance T.O. and Cor & Stevens load adjuster.	

MODEL	MFR.	SPEC.	NO.	CONT.	NO.	QUANTITY	MFR.	POWER	PLANT	MODEL	DESCRIPTION
C-47B-10-DK	Douglas	DS-457	350	2	AC-40652	2	P&W	RI830-90C	Similar to the C-47B-5-DK except for the following: Engine air induction system redesign; replacement of Dietz landing light with GFE Par-64 bulb, all glass type landing lamp, revision of landing gear indicating system provisions for adequate lighting for SCR-274 radio control box in cockpit; substitution for Kopak insulation in crew compartment; reinforcement of exhaust collector ring supports; revision of hydraulic hand pump to "O" ring packing; revision to quick detachable trap for SCR-222 radio; deletion of provisions for SCR-595.		
C-47B-11-DK	Douglas	DS-457	24	2	AC-40652 AC-32123	2	P&W	RI830-90C	Similar to the C-47B-10-DK except for the following: 21 passenger seats; cabin insulation; removable plywood floor; curtained compartment for hanging coats; included lavatory and toilet; provisions for food warmers; blinking navigation lights; birdproof windshield.		
C-47B-13-DK	Douglas	DS-457	8	2	AC-40652 AC-32123	2	P&W	RI830-90C	Similar to the C-47B-10-DK except for the following: 21 passenger seats; airline insulation and interior; plywood floor covering and carpeted lavatory and buffet equipment; coat storage closet; hat and light baggage racks; individual reading lights; birdproof windshield; aircraft indicator lights; light stand; jump seat; contoured flow passenger oxygen equipment; blinking navigation lights; passenger warning lights; airline type heating system; window curtains and ash trays.		
C-47B-15-DK	Douglas	DS-457	350	2	AC-40652	2	P&W	RI830-90C	Similar to the C-47B-10-DK except for the following: Revision of non-ram air element to Type VM-203; Group "P" parts installed for SCR-522 radio; relocation of SCR-695 antenna mast AM-95-1; deletion of crew chief's and radio operator's ORE kits; addition of acid-proof Jaeger to center wing and fuselage structure.		
C-47B-20-DK	Douglas	DS-457	350	2	AC-40652	2	P&W	RI830-90C	Same as the C-47A except it has two Edo amphibious floats with retractable wheels and necessary controls installed in place of standard landing gear.		
XC-47C-D0	Douglas	31A-3	1	2	AC-16964	2	P&W	RI830-SIC3-G	Twenty-one place cabin airplane. (Converted C-47). Radio equipment SCR-187-A, transmitter BC (AI) 230; receiver BC (AI) 229; command set SCR-240-A; receiver BC-225-A, transmitter BC-318-A; radio compass SCR-279-T1; marker beacon RC-39; receiver BC-341-A; interphone RC-45; filter equipment RC-32. Armament - none. Filter equipment RC-32.		
C-47C-D0	Douglas	31A-3	3	2	AC-16964	2	P&W	RI830-92	Similar to the C-47 except for interior cabin arrangement. Used as general staff transport airplanes. Ten swivel chairs, type writer desk, clothes closet, parachute cabinet, etc. Radio Equipment: SCR-240A; Receiver - BC-225-A; Transmitter - BC-318-A Radio Compass - SCR-280-A; Radio Compass Unit - BC-431; Marker Beacon - RC-39 Radio Receiver BC-341-A; Filter equipment RC-32. Interphone - none (however, 2 extension boxes were provided; 1 each for pilot & co-pilot).		
C-48B-D0	Douglas		16	2		2	P&W	RI830-SIC3G	COMMERCIAL: Douglas DST. Low-wing, cantilever monoplane with sleeper equipment.		
C-48C-D0	Douglas		16	2		2	P&W	RI830-SIC3G	COMMERCIAL: Douglas Model DC-3. Similar to C-48B in structural design, but interior arrangement is different.		
C-49-D0	Douglas	31A-4	6	2	AC-17846	2	Wright	RI820-71	The C-49 airplane is basically similar to the commercial DC-3 with the exception of cabin equipment and radio changes. Radio Equipment will include: Command Set - SCR-AL-183; Transmitter - BC(AI)-230; Receiver - BC(AI)-229; Liaison Set - SCR-187-A; Receiver BC-224-B; Transmitter BC-341A; Radio Compass SCR-280; Radio Compass Unit - BC-431; Marker Beacon - RC-39; Receiver - BC-341-A; Interphone - RC-45; Filter equipment RC-32. Armament - none.		
C-49A-D0	Douglas	31A-5	1	2	AC-17846	2	Wright	RI820-71	Similar to the commercial DC-3 except for cabin equipment and radio changes.		
C-49B-D0	Douglas	31A-6	3	2	AC-17846	2	Wright	RI820-71	Similar to the commercial DC-3 except for cabin equipment and radio changes. Radio: SCR-AL-183 Command Set; Transmitter BC (AI)-230; Receiver BC(AI)-229; Liaison Set; SCR-187-A; Receiver BC-224-B; Transmitter BC-341A; Radio Compass SCR-280; Marker Beacon RC-39; Receiver BC-341A & Interphone RC-45.		
C-49C-D0	Douglas	31A-7	2	2	AC-17846	2	Wright	RI820-71	Low wing all metal monoplane, similar to the C-49 except for rearrangement of the cabin to provide folding benches for troops. The floor has been reinforced to carry light cargo. Radio: Command Set SCR-183; Liaison Set SCR-187A; Radio Compass SCR-280; Interphone RC-45; Marker Beacon RC-39.		
C-49D-D0	Douglas	31A-8	10	2	AC-17846	2	Wright	RI820-71	Two-engine, all metal monoplane. Similar to C-49C except for minor changes including instruments, tires, wheels, etc. Radio: Command Set SCR-183, Liaison Set SCR-187A, Radio Compass SCR-280, Interphone RC-45 and Marker Beacon RC-39.		
C-49E-D0	Douglas		22	2		2	Wright	RI820-G102A	COMMERCIAL: Douglas Model DC-3. Low-wing, cantilever monoplane. 21 passengers and crew. Fabric covered allerons, retractable landing gear, hydraulically-operated training edge flaps and detachable wingtips.		
C-49F-D0	Douglas		9	2		2	Wright	RI820-G202	COMMERCIAL: Douglas DST Model. Same basic airplane as the commercial DC-3 except sleeper equipment is installed with provisions for four-teen passengers and crew of three.		
C-49G-D0	Douglas		8	2		2	Wright	RI820-G2E	COMMERCIAL: Douglas Model DC-3. Low-wing, all metal monoplane similar to Model C-49E except for power plant installation.		
C-49H-D0	Douglas		20	2		2	Wright	RI820-G102A	COMMERCIAL: Douglas Model DC-3. Similar to Model C-49E except for interior cabin arrangement.		
C-49J-D0	Douglas	DS-454	34	2	AC-30489	2	Wright	RI820-G202A	COMMERCIAL: Douglas Model DC-3. High strength aluminum alloy construction cargo transport similar to the C-47 and C-55, equipped with Hamilton Standard constant speed propellers and two Wright model GR1820-G202A engines geared 3:2. Gross weight - 25,200 lbs.; carries a crew of three, pilot, co-pilot, and radio operator, along with 28 passengers and provisions for hauling cargo. Radio Command set SCR-183, and provisions for hauling cargo. Radio command set SCR-187A, Liaison set SCR-187A, radio set SCR-515, radio set SCR-559A, marker beacon RC-39, radio compass SCR-280; interphone RC-45. No armament or photographic equipment.		
C-49K-D0	Douglas	DS-455	23	2	AC-30489	2	Wright	RI820-G202A	COMMERCIAL: Douglas Model DC-3. Same as the C-49J except for minor specification changes.		
C-50-D0	Douglas	31A-9	4	2	AC-17846 C.O.	2	Wright	RI820-85	Low-wing all metal, similar to Models C-49A and C-49B except for the installation of airline chairs and a cabin door on the right side of the fuselage, and engine change.		
C-50A-D0	Douglas	31A-10	2	2	AC-17846 C.O.	2	Wright	RI820-85	Low-wing all metal, similar to Model C-50 except for cabin arrangement, reinforced floor, and folding benches for troops.		
C-50B-D0	Douglas	31A-11	3	2	AC-17846 C.O.	2	Wright	RI820-81	Low-wing, all metal monoplane, similar to C-50 except for equipment and accessory changes, such as wheels, tires, instruments, etc.		
C-50C-D0	Douglas	31A-12	1	2	AC-17846 C.O.	2	Wright	RI820-79	Low-wing, all metal monoplane with a in-liner commercial chairs. Similar to C-50 except cabin door is on left side of fuselage and equipment changes.		
C-50D-D0	Douglas	31A-13	4	2	AC-17846 C.O.	2	Wright	RI820-79	Low-wing, all metal monoplane with reinforced floor and folding benches for troops. Similar to C-50A except cabin door is on left side of fuselage, and modified equipment and accessories.		
C-51-D0	Douglas	31A-14	1	2	AC-17846 C.O.	2	Wright	RI820-83	Low-wing, all metal monoplane with reinforced floor and troop seating benches. Similar to Model C-49C and C-49D except for engines and minor changes.		
C-52-D0	Douglas	31A-15	1	2	AC-17846 C.O.	2	P&W	RI830-92	Low-wing, all metal monoplane with reinforced floor and folding benches for troops. Similar to Models C-49C, C-49D, C-50 and C-51 except for engines and minor changes.		
C-52A-D0	Douglas	31A-16	1	2	AC-17846 C.O.	2	P&W	RI830-92	Low-wing, all metal monoplane with reinforced floor and folding benches for troops. Similar to C-52 except for differences in equipment and accessories, such as tires, wheels, instruments, etc. Radio: Command set SCR-183, Liaison set SCR-187A, Radio compass SCR-280, Interphone RC-45, and Marker beacon RC-39. Armament - None.		
C-52B-D0	Douglas	31A-17	2	2	AC-17846 C.O.	2	P&W	RI830-92	Low-wing, all metal monoplane, similar to Models C-52 and C-52A except for difference in equipment and accessories, such as tires, wheels, instruments, de-icer boots, etc. Radio: Command set SCR-183, SCR-187A; Compass SCR-280; Marker beacon receiver RC-39.		

CHARACTERISTICS

MODEL	MFR.	SPEC. NO	CONT.	NO.	QUANTITY	POWER PLANT		
						MFR.	MODEL	
C-55-SK	Continental	20-253			1	2	Wright	GR2600-85
C-56-10	Lockheed	316-1	AC-19164		1	2	Wright	RL820-89
C-56A-10	Lockheed	MFR's 2-556	AC-19352		1	2	P&W	RL830-SLE20
C-56B-10	Lockheed	723			13	2	Wright	ORL820-Q102A
C-56C-10	Lockheed	723			12	2	P&W	RL830-SLE22
C-56D-10	Lockheed	723			7	2	P&W	RL830-SIC3C
C-56E-10	Lockheed	27275	AC-32740		2	2	P&W	RL820-G-202A
C-57-10	Lockheed	316-2	AC-19352		10	2	P&W	RL870-SIC3G
C-57A-10	Lockheed		AC-39302		3	2	P&W	RL830-SIC3G
C-57B-10	Lockheed	27224	AC-30034		1	2	Wright	RL830-SIC3G
C-57C-10	Lockheed		AC-26618		3	2	P&W	RL830-43
C-57D-10	Lockheed				2	2	P&W	RL830-92
C-58-D0	Douglas				2	2	Wright	RL820-53
C-59-10	Lockheed	DA-316-3A	DA-53		10	2	P&W	RL690-25
C-60-10	Lockheed		DA-1039		15	2	Wright	RL820-87
C-60A-10	Lockheed	DA-316-5	AC-33349		33	2	Wright	RL820-87
C-60A-1-10	Lockheed	2732	AC-26618		45	2	Wright "Cyclone"	RL820-87
C-60A-5-10	Lockheed	2732	AC-26618		194	2	Wright	RL820-87
C-60B-10	Lockheed	2800	AC-26618		1	2	Wright	RL820-87
C-60C-10	Lockheed	2800	AC-33349		691	2	Wright	RL820-87
UO-61-FA	Fairchild	319-2	AC-17442		2	1	Warner	F500-1
UO-61A-FA	Fairchild	2583	DA-173		112	1	Warner	Super-Scarab 165-D
UO-61B-FA	Fairchild	663	DA-915		49	2	Warner	Super-Scarab 603-E
UO-61C-FA	Fairchild		AC-28355		2	1	Ranger	6-410-B1
UO-61D-FA	Fairchild				3	1	P&W	"Wasp Jr."
UO-61E-FA	Fairchild				3	1	Ranger	6-410-B1
UO-61F-FA	Fairchild				2	1	Ranger	6-410-B1
UO-61G-FA	Fairchild				2	1	Warner	Super-Scarab 50A
UO-61H-FA	Fairchild				1	1	Warner	Super-Scarab 50A
UO-61J-FA	Fairchild				1	1	Ranger	6-390-D3
UO-61K-FA	Fairchild	2583	AC-28355		116	1	Ranger	6-390-D3
UO-62-W0	Waco	1131	AC-22368		13	2	P&W	L440-7
C-62-W0	Waco	R-320-1	AC-22368		253	2	P&W	RL830-92
C-63-10	Lockheed	2398	DA-151		100	2	Wright	RL820-87
YO-64-WD	Noorduyn	Rep. 509	AC-21632		7	1	P&W	RL340-AW-1
C-64-ND	Noorduyn	Rep. 509	AC-21632		7	1	P&W	RL340-AW-1

Low-wing, all metal monoplane; long range personnel transport airplane, being equipped with sufficient tankage for 3600 mile range with twenty-four passengers. Radio: Command set SCR-AL-283; Liaison set SCR-287A; Radio compass SCR-265A; Marker beacon receiver RC-43; Interphone RC-36. No armament. (C-46 converted).

Mid-wing, all metal monoplane. Commercial Model 18 (Lockestar). Six airline chairs and large divan. Radio to be installed by depots after delivery of airplanes.

COMMERCIAL: Lockheed Lodestar 18-H. 17-place, cabin land monoplane with retractable landing gear.

COMMERCIAL: Lockheed Model 18-40. 22-place, cabin land monoplane. Two Hamilton Std. hydromatic, full feathering propellers.

COMMERCIAL: Lockheed Model 18-07. Similar to C-56B except for power plant installation. 22-place cabin land monoplane.

COMMERCIAL: Lockheed Model 18-08. Similar to C-56C except for power plant installation. STD weight - 17,500 lbs.

COMMERCIAL: 18-place; 3000 mi. range; no radio.

Mid-wing, all metal monoplane similar to C-56 except for engines and cabin arrangements, which include fourteen airline chairs. Radio to be installed at depots.

COMMERCIAL: Similar to C-57 except for different instruments and instrument panel and different airplane accessories.

COMMERCIAL: Similar to C-57 except for carrying 18 troops. Long range fuel tanks (3000 mi.). No radio furnished by manufacturer and no armament.

Three C-60A airplanes converted by removal of Wright R1820-87 engines.

Same as the C-570-10 except for engine change.

Two Douglas B-18 bombardment airplanes Serial Nos. 37-458 and 37-546, converted by removal of armament and used for transport purposes.

Adaptation of Lockheed Lodestar Model 18-07. Mid-wing, all metal monoplane with twin tail. Accommodates crew of two and eighteen troops. Radio: Bendix transmitter TA-27-24V; Bendix receiver RA-1B; Bendix direction finder MF-260; Bendix interphone.

Lockheed Lodestar Model 18-56. Provides benches for eighteen troops and accommodates crew of two. Radio: Br. Std. Bendix aerial radio equipment installed.

Similar to Model C-60 except for the following: windshield wiper, windshield alcohol anti-icing system and warm air windshield defrosting system; fuselage belly skin seams double riveted, two battery boxes in lieu of one; provisions for oxygen equipment for crew of five; minor miscellaneous items.

Similar to the C-60A except the following government furnished radio was installed at Lockheed's Modification Center under a cost-plus-fixed-fee contract: RC-36 interphone equipment; SCR-274 command set; SCR-287 liaison set; SCR-289 radio compass; RC-43 marker beacon receiving equipment; SCR-393A radio set; SCR-221 frequency meter; SCR-578 radio set; antenna equipment.

Same as the C-60A-1-10 except the radio equipment is installed by the contractor at the time of manufacture, causing a reduction in cost.

Same as Model C-60A except for those changes required to accommodate heated surface anti-icing equipment.

Similar to the C-60A except for the following: Larger cargo door, fuel tank in nose, change to government furnished equipment and instrument; automatic pilot installed, and external racks for parachute troop.

High-wing, four-place airplane designated commercially as Fairchild Model 24W-4.1. Procured for British on Lense lend bill authority.

COMMERCIAL: Fairchild Model 24W-4.1A. 4-place, cabin land monoplane with wood propeller. Similar to C-61 on Contract DA-915 with following additions and exceptions: Some instruments and equipment have been changed from contractor furnished to Government furnished, and the wind driven generator has been replaced by an engine-driven type. Radio equipment added - 1 transmitter receiver unit, Bendix Type 3000-24 and 3103-24 respectively.

COMMERCIAL: Fairchild Model 24J. 4-place, cabin monoplane.

COMMERCIAL: Fairchild Model 24A-9. 4-place cabin land monoplane, wooden propeller, weight 2550 lbs.

COMMERCIAL: Fairchild Model 51A. 5-place cabin land monoplane.

COMMERCIAL: Fairchild Model 24K. 4-place cabin land monoplane.

COMMERCIAL: Fairchild Model 24R-9. 4-place cabin land monoplane with wooden propeller.

COMMERCIAL: Fairchild Model 24M-40. 4-place cabin land monoplane, wooden propeller, weight 2500 lbs.

COMMERCIAL: Fairchild Model 24G. 3 and 4-place cabin land monoplane with wooden propeller; weight 2400 lbs.

COMMERCIAL: Fairchild Model 24C8-F. 3-place cabin land monoplane with a wooden propeller.

Same as the UO-61A except for the installation of and L440-7 engine in lieu of Warner R500-7.

An internally braced, high-wing, monoplane of wood and steel tube, fabric and plywood covered construction. Will carry 22 men, including crew of three, as a transport. As cargo, provisions made for crew of 3, including pilot, co-pilot and radio operator. No armament. Radio: Command Set SCR-274N; Compass SCR-265A; Marker Beacon Receiver RC-43A; Interphone Equipment Multiphase RC-36; Radio Set SCR-515A; Liaison Set SCR-287.

Production model of the YO-62. Contract cancelled - none procured.

Mid-wing, monoplane same as Model A-29 except for benches for transportation. Armament and radio same as Model A-29. (Redesignated A-29A due to the fact that changes were not sufficient to warrant a transport designation).

High wing, externally braced monoplane of conventional steel tube and wood, fabric covered construction. Provisions made for crew of five. Radio consists of Command Set SCR-238A; Marker Beacon Receiving Equipment RC-39; Radio Compass SCR-273A. No armament.

Identical to YO-64 except the "Y" prefix has been removed.

MODEL	TRANSFORMER - CAPACITOR	MFR.	SPEC. NO.	CONT.	NO.	QUANTITY	POWER PLANT		CHARACTERISTICS
							MFR.	MODEL	
C-64A-ND	Noorduyn		AC-28393 AC-1072	420 300	1	1	P&W	R1240-AN-1	Similar to the C-64 but is a production model with different radio equipment.
UC-64B-ND	Noorduyn		AC-37822	6	1	1	P&W	R1240-AN-1	Similar to C-64A except for minor design differences and interior arrangement. These airplanes were procured from the Royal Canadian Air Force for use by the U.S. Corps of Engineers in the Northwest. (Procured with floats.)
YC-65	Stout	Rep...15	PO-5530		1	1	Franklin		Pusher type, high-wing cantilever monoplane made of stainless steel and covered with stainless steel sheet, spot-welded to the frames, employing a four wheel, fixed cantilever landing gear. Tail is carried by twin booms on either side of the propeller. Accommodates crew of two.
C-66-10	Lockheed	2341	PO-786		1	2	P&W	R1830-S103G	Basically a Lockheed Model 18-10, designed for private operation accommodating 11 passengers, a pilot, co-pilot in lieu of 14 passengers, 1700 lbs. payload and seaward. No armament. Radio: Bendix Transmitter TA-20; Bendix Receiver RA-18; Bendix Receiver MM-26; Automatic P/W, MM-31.
UC-67	Douglas		AC-9277		11	2	Wright	R2600-3	Model B-23 airplanes reverted to meet transport requirements.
C-68-DO	Douglas	31A-19	PO-11247		2	2	P&W	R1830-92	Low-wing monoplane with 21-place commercial cabin interior. No armament. Radio: Space provision only provided by Douglas Company. Radio operator's compartment installed between station 85 and 108 on left side of airplane.
C-69-10	Lockheed		AC-26610 AC-32089		4	4	Wright	R3350	Low-wing airplane with tricycle gear and triple vertical tail surfaces. Lockheed Model 49-10, SCR-274 Command Radio, SCR-287 Liaison Set, SCR-269 Radio Compass, RC-43 Marker Beacon, RC-36 Interphone, SUR-211 Frequency Meter, SCR-535 I.F.F. Equipment, SCR-578 Emergency Transmitter, provisions for Lorenz 1124A and 1125A Equipment, RC-103 Localizer Receiver.
C-69A-10	Lockheed		AC-26610 C.O. #1		30	4	Wright	R3350	Lockheed Model 49-43-11. Similar to C-69 except for slight changes in performance and interior equipment. Large cargo door and benches for 100 troops.
C-69B-10	Lockheed	2945	AC-26610		210	4	Wright	R3350-31	Similar to the C-69. Designed for gross weight of 86,000 lbs. and will carry a maximum of 94 troops. Includes Hamilton Std. quick feathering, hydraulic, 3-blade propellers. No armament. Radio: Long range transmitting and receiving radio. (Lockheed Model 349-43-11).
UC-70-RO	Howard				11	1	P&W	Wasp Jr. SB	COMMERCIAL: Howard Model DCA-15F. 5-place, high-wing, closed cabin monoplane. Non-retractable gear and fabric fuselage. Std. Wt. - 4,350 lbs.
UC-70A-RO	Howard	640			2	1	Jacobs	L6	COMMERCIAL: Howard Model DCA-12. 5-place cabin land monoplane similar to C-70 except for equipment and engine installation.
UC-70B-RO	Howard				4	1	Jacobs	L-6MB	COMMERCIAL: Howard Model DCA-15J. 5-place cabin land monoplane. Hamilton Standard propeller.
UC-70C-RO	Howard				1	1	Wright	R670-E2	COMMERCIAL: Howard Model DCA-8. 5-place cabin land or sea monoplane. STD. Wt. of landplane-3800 lbs., seaplane-3899 lbs.
UC-70D-RO	Howard				2	1	Jacobs	L-5	COMMERCIAL: Howard Model DCA-9. 5-place cabin land monoplane.
UC-71-SP	Spartan	628			16	1	P&W	Wasp Jr. SB	COMMERCIAL: Spartan Model 7W. 5-place, low-wing, cabin land monoplane. Controllable metal propeller, and retractable landing gear. Std. Wt. 4,400 lbs.
UC-72-WO	Waco	714			12	1	P&W	Wasp Jr. SB	COMMERCIAL: Waco Model GRE. 5-place cabin land bi-plane with fabric covered, plywood wing. Welded steel tubing fuselage. Non-retractable gear. Std. Wt. 4,250 lbs.
UC-72A-WO	Waco				1	1	Jacobs	L-6MB	COMMERCIAL: Waco Model AFB. 5-place cabin land biplane.
UC-72B-WO	Waco				4	1	Wright	R760-E2	COMMERCIAL: Waco Model ERC-8. 5-place cabin land biplane.
UC-72C-WO	Waco				2	1	Lycoming	R680-E3	COMMERCIAL: Waco Model HRE. 5-place cabin land biplane.
UC-72D-WO	Waco				2	1	Continental	W670M	COMMERCIAL: Waco Model YKS-7. 5-place cabin land biplane. Controllable metal propeller. Std. wt. 4,051 lbs.
UC-72E-WO	Waco				4	1	Jacobs	L-5	COMMERCIAL: Waco Model YKS-7. 5-place cabin land or sea bi-plane.
UC-72F-WO	Waco				1	1	Wright	R760-E	COMMERCIAL: Waco Model ZCC-7. 5-place cabin land biplane, metal propeller. Wt. 3,500 to 3,800 lbs.
UC-72G-WO	Waco				1	1	Jacobs	L-6	COMMERCIAL: Waco Model CUC-1. 5-place cabin land biplane.
UC-72H-WO	Waco				5	1	Jacobs	L-5	COMMERCIAL: Waco Model AQC-6. 4-place cabin land-or-sea biplane; fixed metal propeller.
UC-72I-WO	Waco				3	1	Jacobs	L-6	COMMERCIAL: Waco Model ZQC-6. 5-place cabin land or sea biplane.
UC-72J-WO	Waco				2	1	Jacobs	L-4	COMMERCIAL: Waco Model AVH-8. 5-place cabin land biplane with fixed metal propellers. Wt. - 3,800 lbs.
UC-72K-WO	Waco				2	1	Jacobs	L-4	COMMERCIAL: Waco Model YKS-7. 5-place cabin land biplane with wooden propeller. Wt. - 3,250 lbs.
UC-72L-WO	Waco				1	1	Jacobs	L-6	COMMERCIAL: Waco Model ZWN-8.
UC-72M-WO	Waco				2	1	Jacobs	L-5	COMMERCIAL: Waco Model ZCC-7. 5-place cabin land or sea biplane with wooden propeller. Wt. - 3,250 lbs. (sea).
UC-72N-WO	Waco				1	1	Jacobs	L-5 or L-5M	COMMERCIAL: Waco Model YOC-1. 5-place cabin land biplane.
UC-72P-WO	Waco				2	1	Jacobs	L-6	COMMERCIAL: Waco Model AQC-6.
UC-72Q-WO	Waco				1	1	Jacobs	L-6	COMMERCIAL: Boeing Model 247-D. 13-place, cabin land monoplane. Controllable metal propellers. Std. Wt. - 14,000 lbs.
C-73-BO	Boeing	558			27	2	P&W	S1H1-C "Wasp"	Combat transport type, all metal, low wing airplane. Designed for a gross weight of 125,000 lbs.; carrying a crew of nine, including 4 relief crew members. Will have sufficient capacity to accommodate 120 troops and personal equipment, and various combinations of cargo and mail. Main deck has task force material. Armament-None. Radio: Command Set SCR-274; Liaison Set SCR-287A; Radio Compass SCR-289A; Interphone Equipment RC-36; Piloter Equipment RC-32; Marker Beacon Receiving Equipment RC-47; Airplane Localizer RC-103. Provision shall be made for the installation of Lorenz blind landing equipment.
C-74-DL	Douglas	3122-1	AC-27042		51	4	P&W	R4360	COMMERCIAL: Boeing Model 307. Low-wing, monoplane of conventional type with supercharger cabin. Maximum load 33 passengers and crew of five. Standard weight - 42,000 lbs.
C-75-BO	Boeing				5	4	Wright	R1820	Curtiss Wright Model P269. 23-place, air-borne carrier of plywood construction. No armament. Radio: Command Set SCR-274; Medium Range Liaison Set SCR-287A; Radio Compass SCR-269; Marker Beacon Receiving Equipment RC-43; Interphone Equipment RC-36; Emergency Transmitter SCR-578. Provisions are also made for the installation of meat RC-32; Radio Set SCR-535; Airplane Localizer RC-103; Emergency Receiving Equipment RC-103; Lorenz Localizer RC-103; Lorenz Blind Landing Equipment and Radio Set SCR-515. No armament.
YC-76-OK	Curtiss		AC-27018		11	2	P&W	R1830-92	Similar to the C-76 except for fuselage design and color changes.
YC-76A-1-OK	Curtiss		AC-27018		9	2	P&W	R1830-92	Same as the C-76A-1-OK except for manufacturer.
ZC-76-OS	Curtiss		AC-27018		5	2	P&W	R1830-92	COMMERCIAL: Cessna Model DC-6A. 4-place cabin land monoplane. Fixed landing gear. Std. Wt. - 3,100 lbs.
C-76A-1-HI	Higgins				2	2	P&W	R1830-92	
UC-77-CE	Cessna				4	1	Wright	R975	

CHARACTERISTICS

TRANSPORT - Cargo

MODEL M.F.R. SPEC. NO. CONT. NO. QUANTITY M.F.R. POWER PLANT MODEL

MODEL	M.F.R.	SPEC. NO.	CONT. NO.	QUANTITY	M.F.R.	POWER PLANT MODEL	CHARACTERISTICS
UC-77A-CF	Cessna			4	1	Wright R760	COMMERCIAL: Cessna Model UC-65. 4-place cabin land monoplane similar to C-77 except for power plant installation.
UC-77B-CF	Cessna			2	1	Warner Super Searab 40-50	COMMERCIAL: Cessna Model C-34. 4-place cabin land or sea monoplane; wood or metal propeller.
UC-77C-CF	Cessna			1	1	Warner Super Searab	COMMERCIAL: Cessna Model C-37. 4-place cabin land or sea monoplane with wood or metal propeller.
UC-77D-CF	Cessna			3	1		Low-wing monoplane similar to AT-17B. Radio: Command Set SCR-283; Antenna equipment.
UC-78-CF	Cessna	322-2		1354	2	Jacobs R755-9	COMMERCIAL: Cessna Model T-50. 5-place, low-wing cabin land monoplane. Retractable landing gear. Fabric covered welded fuselage.
UC-78A-CF	Cessna	722		15	2	Jacobs R755-9	Similar to the UC-78 except for the following: Fixed pitch wooden propellers; gross weight 5,360 lbs; no auxiliary fuel tank; 24 volt electrical system; external finish aluminum color; carries a total of three. (Formerly designated AT-17B).
UC-78B-CF	Cessna	R-710-4		189 977 840	2	Jacobs R755-9	Similar to the UC-78B-CF except for 24 volt electrical system and radio equipment installed. (Formerly designated AF-17D).
UC-78C-CF	Cessna	R-710-4		327	2	Jacobs R755-9	COMMERCIAL: Junker JU-52. Three-engine, low-wing, land or sea cantilever troop transport. All metal construction with corrugated metal covering rectangular fuselage. One motor in nose, and one in each wing. Powered by three B.M.W. 132 H. air-cooled radial engines of 770 h.p. each.
C-79	Junker			1	3	B.M.W.	COMMERCIAL: Earlow Model P7C-2. 2 or 4 place cabin land monoplane. Curtiss fixed metal propeller, and fixed landing gear.
UC-80	Harlow	659		4	1	Warner Super Searab 50	COMMERCIAL: Stinson Model SR-8B. 4-place cabin land or sea monoplane. Metal controllable propeller.
UC-81	Stinson	608		5	1	Lycoming R680-B6	COMMERCIAL: Stinson Model SR-10G. 5-place cabin land monoplane. Standard weight - 3900 lbs.
UC-81A	Stinson	678		2	1	Lycoming R680-E1	COMMERCIAL: Stinson Model SR-8D. 5-place cabin land or sea monoplane.
UC-81B-VU	Stinson	609		1	1	Wright R760-E2	COMMERCIAL: Stinson Model SR-9C. 5-place cabin land or sea monoplane. Controllable metal propeller. (Hamilton Standard).
UC-81C-VU	Stinson			3	1	Lycoming R680-D5	Stinson (Reliant) Model SR-10F. 5-place cabin land or sea monoplane. Special equipment for windlasses, etc., for purpose of contract with the ground.
UC-81D	Stinson	685	PO-3426	1	1	P&W R985	COMMERCIAL: Stinson Model SR-9F. 5-place cabin land or sea high-wing monoplane. Retractable landing gear.
UC-81E	Stinson			4	1	P&W R985	COMMERCIAL: Stinson Model SR-10F. 5-place cabin land or sea monoplane. Metal covered floor and side walls and removable rear seat.
UC-81F	Stinson			8	1	P&W R760-E1	COMMERCIAL: Stinson Model SR-9D. Similar to the AT-19A except for power plant installation.
UC-81G	Stinson	625		3	1	Wright R760-E2	COMMERCIAL: Stinson Model SR-10E. Similar to AT-19A except for engine and minor interior changes.
UC-81H	Stinson	670		1	1	Wright R760-E2	COMMERCIAL: Stinson Model SR-10C. 5-place cabin land or sea monoplane.
UC-81J	Stinson	679		10	1	Wright R760-E2	COMMERCIAL: Stinson Model SR-8C. 5-place cabin land or sea monoplane.
UC-81K-VU	Stinson	678		5	1	Lycoming R680-D5	COMMERCIAL: Stinson Model SR-9E. 5-place cabin land or sea monoplane. Retractable landing gear.
UC-81L-VU	Stinson	608		2	1	Lycoming R680-B5 or D5	COMMERCIAL: Stinson Model SR-10F. 5-place cabin land or sea monoplane. Metal covered floor and side walls and removable rear seat.
UC-81M-VU	(Stinson Div.) Vultee			1	1		COMMERCIAL: Stinson Model SR-9D. Similar to the AT-19A except for engine and minor interior changes.
UC-81N-VU	(Stinson Div.) Vultee			1	1		COMMERCIAL: Stinson Model SR-9E. 5-place cabin land or sea monoplane. Retractable landing gear.
XC-82-FA	Fairchild	78001	AC-30435	2	2	P&W R2800-51	Fairchild Model M-78. Long range, twin boom, cargo transport airplane.
C-82-FA	Fairchild		AC-124	100	2		COMMERCIAL: Piper Model J-5A (Cruiser) 3-place cabin land monoplane. Standard weight 1450 lbs. (Redesignated L-43-FI).
UC-83-FI	Piper	725		1	1	Continental A-75-8	COMMERCIAL: Piper Trainer Model J1165, 2-place cabin land monoplane, weight 1100 lbs., fixed or adjustable wooden propeller; 65 HP engine, RPM 2550 at 10. (Redesignated L-405-FI).
C-83A-FI	Piper			2	1	Lycoming O-445-B2	COMMERCIAL: Piper Coupe, Model J-44, 2-place cabin land monoplane, wooden propeller, 65 HP engine, 2350 RPM at take-off. (Redesignated L-4B-FI).
C-83B-FI	Piper			1	1	Continental A-65-1	COMMERCIAL: Douglas Model DC-3B. 28-place cabin land monoplane.
C-84-DC	Douglas			4	2	Wright GR1820-G202A	COMMERCIAL: Lockheed (Orion) Model 9D-2. 4 or 5-place cabin land monoplane of wooden monocoque construction.
UC-85-LO	Lockheed	706		1	1	P&W S111	COMMERCIAL: Fairchild Model 24R40. 4-place cabin land monoplane. Wooden propeller. Standard weight - 2750 lbs.
UC-86-FA	Fairchild			9	1	Ranger 6-410-B3	Similar to UC-86 except for engine. Also similar to UC-61 series, except for increased horse power; 200-HP at 2250 RPM.
XC-86A-FA	Fairchild			1	1	Ranger L-440-7	Similar to the UC-86 except for changes to accommodate the Franklin engine in place of the Ranger. Changed parts include the engine mount, the cowling, and minor installation parts. To be used for obtaining flight test data on the XO-405-7 engine.
XUC-86B-FA	Fairchild			1	1	Franklin XO-405-7	B-24D redesignated to be used for cargo and transport purposes with major fuselage changes.
C-87-CF	Consolidated			179 101	4		C-87 airplanes reworked as follows: Day arrangement - single and Pullman type upholstered seats for 16 passengers. Night arrangement provisions for 9 passengers with 3 complete Pullman type berths.
C-87-CO	Consolidated			125	4	P&W R1830-43	Seven C-87 Airplane, serial nos. 41-11800, -23860, -23862, -23904, -24006, -24161 were modified at Consolidated-Writes Modification Center as follows: Installation of top turret with provisions for 800 rds. of ammunition; installation of tunnel gun with provisions for 200 rds. of ammunition and scanning windows; installation of armor plate for pilot and co-pilot; installation of 2 fixed 50 cal. nose guns with provisions for 200 rds. of ammunition for each; pilot's control for firing fixed guns; installation of armor for tail and tunnel guns. Note: Three more C-87 airplanes (serial nos. not known) are to be modified.
C-87A-CF	Consolidated			6	4	P&W R1830-43	COMMERCIAL: Fairchild Model 245. 5-place cabin land monoplane.
C-87A-CO	Consolidated	FZD-32-101		6	4	P&W R1830-43	COMMERCIAL: Hamilton Model H-47. 7-place cabin land monoplane, weight 6418 lbs., 525 HP engine.
C-87B-CO	Consolidated	2D-32-013		10	4	P&W R1820-43	COMMERCIAL: Luscombe "Silvire" Model 8A. 2-place cabin land or sea monoplane with 65 HP engine and fixed or adjustable pitch wooden propellers.
UC-88-FA	Fairchild			2	1	Wright R760-E2	
C-89	Hamilton			1	1	P&W "Hornet" R1690-B	
UC-90	Luscombe			1	1	Continental A-65	

MODEL MFR. SPEC. NO. CONT. NO. QUANTITY MFR.

MODEL	MFR.	SPEC. NO.	CONT. NO.	QUANTITY	MFR.	POWER PLANT MODEL
UC-90A	Iuscombe			1	1	Lycoming O-145-B2
C-91-VU	Vultee			1	3	R680-B-6 P&W
UC-92	Funk			1	1	Lycoming CO-145-C2
C-92A-1-BD	Rudd	SD-316-1	NAN-3884	600	2	RL830-92
UC-94-CE	Cessna	701		2	1	Warner Super Soarab 165
C-95-VA	Taylorcraft			2	1	Lycoming C-145-B1
C-96-FA	Fairchild			3	1	P&W "Wasp" C1 or SC1
XG-97-B0	Boeing	D4233	AC-34438	3	4	Wright R3350-23
C-98-B0	Boeing			4	4	GR2600-ATA
XG-99	Consolidated	ZB-37-001		1	6	X-Wasp Major
C-100-NO	Northrop			1	1	P&W SPT1820-F3
C-101-VE	Vega			1	1	P&W SC1 Wasp
C-102	Rearwin			2	1	Ken-Royce 5-C
C-102A	Rearwin			1	1	Ken-Royce 7-F
C-103-GR	Grumman			2	1	SRL1820-F-52
C-104A-1-IO	Lockheed			2	2	RL830-92
XG-105	Boeing			1	4	RL830-11
C-106-CE	Cessna			2	2	RL340
XG-107	Stout	103		1	1	O-290
XG-108	Boeing			1	4	RL820-97
XC-108-VE	Vega			1	4	RL820-97
XC-108A	Boeing			1	4	RL820-97
XC-108B	Boeing			1	4	RL820-97
XC-109-F0	Ford	AC-21216		1	4	RL830-43
C-110-DL	Douglas	PO-6638		2	2	GR1820-G102A
C-111-10	Lockheed	PO-6638		3	2	RL820-962
XC-112	Douglas	DS-478		4	4	R2800-22W

COMMERCIAL: Luscombe Trainer Model 8B. 2-place cabin land monoplane with a fixed or adjustable wooden propeller and 65 hp engine.

COMMERCIAL: Stinson Model "A". 10-place cabin monoplane with Hamilton Standard adjustable metal propeller or a controllable metal propeller; weight 9950 lb.

COMMERCIAL: Funk Model B-75L. 2-place cabin land monoplane, 75 hp.

High-wing, cargo transport monoplane constructed of spot welded stainless steel, equipped with Hamilton Standard constant-speed, controllable-pitch propellers. Designated for gross weight of 32,000 lbs. and carries a crew of 2 consisting of pilot and co-pilot or radio operator, together with 24 passengers when operating as crew transport airplane. Interior arrangement of fuselage provides an unobstructed cargo or troop carrying compartment with clearances not less than 8' x 8' x 25' except for corner reinforcements. Opening provided on under side of tail cone aft of the empennage bulkhead and unlatching. The floor is made of aluminum. Radio receiver, type RFA-18, radio package type MA-26H; dual azimuth indicator MA-42A; radio range filters, type MA-16B; marker beacon receivers and indicator. (Contract cancelled).

COMMERCIAL: Cessna Model C-165. 4-place cabin land or sea monoplane.

COMMERCIAL: Taylorcraft Model EL-65. 2-place cabin land monoplane. (Redesigned L-25-7A).

COMMERCIAL: Fairchild Model 71. 7-place cabin land or sea monoplanes.

Boeing Model 367 cargo transport. A modified version of the B-29 with a change in the fuselage, the upper half being larger in diameter. Gross weight 120,000 lbs.

COMMERCIAL: Boeing Model B-314A. 89-place cabin flying boat with stub wings. (Crew of 15; 74-place for day and 40-place for night flights). Weight 80,000 lbs., fuel capacity - 5,448 gals. 3-blade, full feathering, automatic propellers.

Similar to the XB-36 except for larger fuselage and unsupercharged engine. Gross weight 265,000 lbs.; cargo load 85,000 lbs.; maximum range 4,400 mi. (Consolidated Model 37).

COMMERCIAL: Northrop Model "Gamma" 2-D2. 2-place cabin land monoplane with metal propeller, 450 lbs. baggage.

COMMERCIAL: Vega Model 5-C. 6-place cabin land monoplane.

COMMERCIAL: Rearwin Model 9000-MR. 2-place cabin land or sea monoplane.

COMMERCIAL: Rearwin Model 8135. 3-place cabin land monoplane. Wooden propeller, fixed or adjustable pitch.

COMMERCIAL: Grumman Model G-32A. 2-place cabin land biplane.

Designation cancelled.

XB-15 redesignated to a transport type with removal of bomb rails and turrets, and installation of cargo doors, holts, floor, berths, and tie-down loops.

High wing monoplane of plywood and fabric covered, steel tube fuselage. Retractable landing gear; gross weight 14,800 lbs.; capacity 2500 to 4000 lbs. crew of two. Radio command set, interphone, and other radio equipment.

Two-place, mid-wing, pusher type monoplane. The pilot and passenger are seated in the nose of a nacelle, the engine being installed in the rear to drive a pusher propeller. The wing is attached to the nacelle aft of the cabin; the tail surfaces are supported by two booms which are attached to the wings. A 25-gal. fuel tank is provided. The airplane will be constructed largely of low alloy steels and plastic materials to determine the useful load - 623 lbs. Radio receiver RC-4A. APT-15, transmitter RC-4A. APT-20-1. (Stout Model Skyway IIIA).

One B-17E airplane, Serial No. 41-2593, reworked into a personnel transport type as follows: All armor plate, bomb racks, turrets, and machine guns except dual tail guns and single .50 cal. nose gun removed; radio operator located to rear of pilot's compartment; main cabin will be divided into three compartments equipped with comfortable chairs and other appurtenances to convert into personnel carrying transport airplane.

B-17F-40-VE, Serial No. 43-6036, redesignated as a transport type. Similar to the XC-108 except service test model.

One B-17F, Serial No. 41-2595, reworked into a cargo type airplane as follows: All armament, armor plate, and gun turrets to be removed; bomb bay to be reskinned; door to be skinned over and new side door to be cut at left waist gun position. Radio and navigator's compartment to be located immediately to the rear of the pilot's compartment; forward nose portion to be made nose baggage compartment; main cabin to be cargo compartment.

B-17E converted to fuel tank supply airplane.

B-24E converted to a tanker.

COMMERCIAL: Douglas Model DC-5. All metal, high wing, 26-place land monoplane with tricycle landing gear, and Hamilton Standard 3-bladed, constant speed, full feathering propellers.

COMMERCIAL: Lockheed Model 14. All metal, low wing monoplane with conventional landing gear.

Similar to the C-54S except for an enlarged fuselage, pressurized cabin, thermal wings and empennage, R2800-C engine, and improved flaps to provide increased landing weight.

CHARACTERISTICS

GLIDERS - Assault, Fuel, Bomb, Power-Training

MODEL	MFR.	SPEC	NO	QNT	NO	QUIN	NO	POWER	PLANT
								MFR.	MODEL
ASSAULT									
XAG-1	Christophar Aircraft Corp.	AC-37233	2						
XAG-2	Tim Aircraft Corp.	AC-40068	2						
Bomb									
XBC-1	Fletcher	PC-13761	10						6AC-298-W3
XBG-2	Fletcher	AFP-216061	3						L440-1
XBG-3	Cornelius	AFP-318755	1						L440-3
Fuel									
XFG-1	Cornelius	AC-107	2						
XFG-2	Northwestern Aeron. Corp.	AC-26936	1	2				Franklin	
XFG-2A	Ridgefield	AC-26597	1	2				Ranger	
XFG-3	Ridgefield & Ford	1326-A	2	2				Ranger	
	Waco	1575	1	2				Jacobs	R755-9
TRAINING									
XTC-1	Frankfort	PO-10293	3						
TC-1A	Frankfort	AC-28131 PO-23207 PO-301	40	1					
TC-1B		PO-23039 PO-23451 PO-1469	2	1					
TC-1C		PO-23372 PO-23393 PO-23374	1	1					
TC-1D		PO-23380	1	1					
XTC-2	Schweizer Aircraft	PO-11887	3						
TC-2	Schweizer Aircraft	AC-21942	8						
XTC-3	Schweizer	PO-4522	3						
TC-3A	Schweizer	AC-26238	110						
TC-3B	Laister Kauffman Airc. Corp.	AC-29755 PO-3715	3						
TC-4A	Laister Kauffman Airc. Corp.	AC-25850 AC-26995	75						
TC-4B	Laister Kauffman Airc. Corp.	PO-243	1						
TC-5	Aeronea	AC-30103	253						
TC-6	Taylorcraft	AC-29841	253						

8-place (including pilot and co-pilot) assault glider. The wing and fixed and movable surfaces have a wood framework covered with plywood and/or fabric. Fuselage is of plywood construction. No section exceeds 24 ft. in length. Auxiliary power plant: Homelite HRU-28 to operate turret. Armament: Power driven armored deck turret mounting two .50 cal. machine guns with 2,000 rds. ammunition; two flexible .30 cal. machine guns with 2,000 rds. ammunition. Armor plate no section for pilot and co-pilot from .30 cal. fire from front and 4.5" below. Radio - SCR-585.

8-place, including pilot and co-pilot, assault glider. The wing, as well as the fixed and movable surfaces, has a wood framework covered with plywood and/or fabric. Fuselage is of plywood construction. No section of the glider is over 20 ft. in length. No tower mount. Auxiliary power plant: Homelite HRU-28 to operate turret. Armament: Power-driven armored deck turret mounting two .50 cal. machine guns with 2,000 rds. of ammunition; two flexible .30 cal. machine guns with 2,000 rds. of ammunition; armor plate protection for pilot and co-pilot from front and 4.5" below. Radio - SCR-585.

A low wing monoplane constructed similar to the PG-11 airplane target except that the engine is not installed and a 2000 pound bomb is placed in the nose of the fuselage. The glider is towed behind a larger airplane until within gliding distance of the target, at which time the bomb is armed and the glider released. The towing airplane is used as a control airplane and the bomb glider is directed at the target by the use of radio and television control.

A twin fuselage, low wing monoplane constructed of non-strategic material, capable of carrying two 2000-lb. bombs. Is towed behind a larger airplane until within gliding distance of the target. The bomb is then armed and the glider released. The towing airplane is used as a control airplane and the glider is directed at the target by use of radio and television control.

None procured - assignment cancelled 7-10-43.

The primary mission of this glider is the extension of the range of bomber type aircraft by means of the extra fuel carried in the towed glider. The secondary mission is the air borne transportation of fuel or other liquids. This glider has the following unusual characteristics: It is designed to carry fuel or other liquids only; it is to be considered expendable and to be released on tactical missions after all fuel has been transferred from glider to tankers; it is to be automatically stable in towed and free flight, not requiring a pilot.

Basically a CG-AA serial No. 43-27315 with engine installed for return after load has been discharged. Same as the XFG-1 except different engines. Similar to the XFG-2 except for two 200 HP Ranger engines instead of 175 HP engines.

A low-powered transport glider fabricated from an XCG-15A airframe, carrying 6 or 7 passengers (including pilot) with full pack and gasoline supply for 3 hrs. It can take-off or land at slow speed in addition to serving as a glider, and is to be used for low cost, short-haul cargo and troop transportation.

2-place commercial training glider designed and constructed to CAA Class I requirements. No armament or radio. 2-place, high wing, fabric covered, training glider of the "Sailplane" type. No armament or photographic equipment. Radio - SCR-585 Set.

Cinema I "Model A" purchased commercially for army training. Cinema II "Model B" purchased commercially for army training.

Cinema PG-2 purchased commercially for army training. 2-place, commercial training glider designed and constructed to CAA Class II requirements. No armament or radio. (3 procured with trailer; 1 crashed).

2-place commercial training glider. The wing, as well as the fixed and movable surfaces, is constructed of aluminum alloy framework, fabric covered. The fuselage is of welded steel tube construction, fabric covered. No armament or radio.

2-place tandem training glider. The wing, as well as fixed and movable control surfaces, is constructed of wood framework, fabric covered. The fuselage is welded steel tube construction, fabric covered. No armament. Space provisions only for radio. (3 procured with transportation trailers).

2-place, mid-wing, fabric covered, training glider. No armament or photographic equipment. Radio - SCR-585 Set. 2-place, tandem training glider designed and constructed in accordance with CAA Class I requirements. The wing, as well as the fixed and movable surfaces, is constructed of wood, fabric covered. The fuselage is welded steel tube construction, fabric covered. Space provision only for radio. No armament. (3 procured with transportation trailers).

2-place, mid-wing, fabric covered, training glider. No armament or photographic equipment. Radio - SCR-585 Set. Commercial: "Sparling" Model.

3-place, high-wing, fabric-covered training glider. This is an adoption from the L-3B type aircraft. No armament, radio, or photographic equipment. 2-place, high-wing, fabric covered, training glider. This is an adoption from the L-2B type aircraft. Armament - none; photographic equipment - none; radio - SCR-585.

CHARACTERISTICS

GLIDERS - Training-Transport (Cargo)

MODEL	MFR.	SPEC. NO.	CONT.	NO.	QTY.	NO.	POWER MFR.	PLANT MODEL	CHARACTERISTICS
Training									
XTC-7					1	TC-2185			Single-place, soaring type sailplane built in Poland and exhibited at the Polish Pavilion during the N. Y. World's Fair. Constructed entirely of wood, plywood, and fabric. Power plant - none; armament - none. (1 article only, including trailer for transportation, procured to study foreign glider construction and flight characteristics. No production of this model anticipated; serial No. 42-5528 assigned).
TC-8	Piper	11			253	AC-31398			3-place, high wing, fabric covered training glider. This is an adaptation from the L-4S type aircraft. No armament, photographic equipment, or radio.
XTC-9	Briegleb Sailplane Corp.				3	FO-42-20469			Single-place training glider, Briegleb Model BG-6. Construction of the fuselage is conventional welded steel-tube type. The wing is of the conventional 1/2 spar wood and plywood construction. No power plant, armament, or radio. (2 used and 1 new article procured for pilot training at "Twenty-nine Palms, California, used only as a substitute standard for production).
XTC-10	Wachita Eng'g. Co.	17-1			3	FO-42-22711			A side-by-side two-place training glider. Construction is of wood with plywood and fabric covering. No power plant or armament; provisions for installation of SCR-583-A radio. Transportation trailers supplied with each flying article.
XTC-11	Martin Schemp				1	FO-42-2878			Single-place, soaring type sailplane designed by Wolf Hirth, built by Martin Schemp in Germany in 1937; constructed entirely of wood, plywood, and fabric. Power plant - none; armament - none. One only, including trailer for storage and transportation, procured from Chester J. Decker of Glen Rock, New Jersey, to study foreign glider construction and flight characteristics; no production of this model is anticipated. (AAF Serial No. 42-55318 assigned).
XTC-12	Bowius Sailplane Co.	MS-5			4	FO-42-17694			Tandem, 2-place training glider, construction is of wood, plywood, and fabric. No power plant, armament, or radio.
XTC-13	Briegleb Sailplane Corp.	3000			1	TC-22814			(Briegleb Model BG-8) A tandem, 2-place training glider. Fuselage construction is of plywood monocoque type. Wing is of 2-spar wood and plywood type construction, strut-braced. No power plant, armament, or radio. Transportation trailers supplied with each glider.
TC-13A	Briegleb				1	FO-23319			Briegleb BG-6 purchased commercially for army training.
TC-14	Steiglmair				1	FO-23394			Model S-24 purchased from Herman J. Steiglmair.
TC-15	Stevens-Franklin				1	FO-23456			Franklin FG-2 purchased commercially for army training.
TC-16	Stevens-Franklin				1	FO-23321			Franklin FG-2 purchased commercially for army training.
TC-17	Stephens-Franklin				1	FO-733			AFC "Sailplane" purchased commercially for army training.
TC-18	Mid-West				2	FO-23040			Stephens-Franklin glider purchased commercially for army training.
TC-19	Schwayer				1	FO-23456			Mid-West Model MW-1 purchased commercially for army training.
TC-20	Coppenden				1	FO-23040			Schwayer-Rhonsperber Model purchased commercially for army training.
TC-21	Notre Dame				1	FO-3424			Coppenden model purchased commercially for army training.
TC-22	Melrose				1	FO-23457			Notre Dame Model ND-1 purchased commercially for army training.
TC-23	Harper				1	FO-23314			Melrose model purchased commercially for army training.
TC-24	Bowlius				1	FO-23387			Harper Corcoran model purchased commercially for army training.
TC-25	Flover				1	FO-23443			Bowlius DuPont model purchased commercially for army training.
TC-26	Universal				1	FO-23371			Flover model purchased commercially for army training.
TC-27	Gruneau				1	FO-3062			Purchased commercially for army training. (Universal Model BT-2).
TC-28	Haller				1	FO-3768			Purchased commercially for army training.
TC-29	Volmer				1	FO-3593			"J-10" model purchased commercially for army training.
TC-30	Bluebird				1	APP-297272			Purchased commercially for army training.
TC-31	Aero Industries				1	FO-23373			Purchased commercially for army training.
TC-32-FR	Gould Div., Pratt, Read & Co.	SD-305-1B			3	NRS-3625			Aero Industries Model G-2 purchased commercially for army training. Navy Model ING-1, purchased by the AAF and assigned to Air Service Command. Two-place, side-by-side training 1 airplane glider with semi-centrifugal high wing and single landing wheel. Steel tube, wood, plywood, and plastic construction.
Transport (Cargo)									
XCG-1	Frankfort Sailplane				1	AC-19381			8-place troop glider. No armament or radio.
XCG-2	Frankfort				1	AC-19381			15-place troop glider. No armament or radio.
XCG-3	Waco	1286			1	AC-19629			8-place troop glider. No armament or radio. (1 static test, 1 flight test, and 1 wind tunnel models were procured, and 1 trailer for highway transportation).
CG-3A	Waco	1286-A			100	AC-26140			8-place troop glider. No armament or radio.
XCG-4	Waco	1287			2	AC-19629			15-place troop glider. No armament or radio. (1 static test and 1 flight test models procured, and 1 trailer for highway transportation).

CHARACTERISTICS

CHARACTERISTICS

CHARACTERISTICS

MODEL	MFR.	SPEC. NO	CONT. NO	Q	NO	QU	T	POWER		PLANT	MODEL	CHARACTERISTICS
								MFR.	HP			
ANTONIXO YQ-1	Kellett	KD-1	AG-7670	1	1			Jacobs		YR755-1	Kellett Model KD-1 autogyro with changes. (Crashed at Ft. Bragg 6-9-36; reworked and demolished in crash at Ft. Knox).	
YQ-1A	Kellett	YQ-1 #1	AC-8606	1	1			Jacobs		YR755-1	Similar to YQ-1 with minor improvements, including installation of high frequency radio.	
YQ-1B	Kellett	10-120-1	AC-9672 C.O. 2275	7	1			Jacobs		L-42M7	Similar to YQ-1A with minor improvements. (1 converted to XR-2, 1 converted to XR-3, 3 given to Dept. of Justice, 2 given to Dept. of Interior).	
YQ-1C	Kellett	8-120-1	AG-9672	1	1			Jacobs		R755-3	Same as the YQ-1B except for incorporation of constant center of pressure rotor blades in accordance with Kellett Dwg. SK-295. (YQ-1B Auto-gyro, Serial No. 37-378 converted). (Converted to XR-2 rotary wing model).	
YQ-2	Pitcairn	1278	AC-7711	1	1			Wright		R975-9	Wingless type, Pitcairn Model PA-33, with changes as outlined in contract. (Crashed 3-31-36 at Langley Field and was surveyed).	
Controllable Bomb, Ground Launched												
XBQ-1	Fleetwing	H-56	AC-29834	1	2			Franklin		O-405-5	Long range airplane carrying one 2000-lb. bomb when flown remotely, and ferry pilot for long range or checking flights. (Crashed and burned at 7-17-44).	
XBQ-2	Fleetwing	H-57		2	2			Lycoming		O-435-3	Long-range airplane carrying one 2000-lb. bomb when flown remotely, and a ferry pilot for long range or checking flights.	
XBQ-2A	Fleetwing		AC-29834	1	2			Lycoming		R680-13	A long-range aircraft capable of carrying one 2000-lb. bomb when flown remotely. Provisions for a pilot for long range or check flights. Similar to the XBQ-2 except for engine change. (Reclassified ZRQc-2A).	
XBQ-3	Fairchild	79000	AG-32134	2	2			Ranger		SCV770C-1 W770-6	Long-range airplane, capable of carrying either one 4,000-lb. bomb or two 2,000-lb. bombs when flown remotely. Provisions for 2 ferry pilots for flights without bombs installed.	
XBQ-4	Interstate	47		1	2			Lycoming		O-435-3	One airplane loaned from Bureau of Aeronautics, capable of carrying on 2000-lb. bomb when flown remotely; provisions for pilot on check flights. (Returned to Bureau of Aeronautics).	
XBQ-5	Interstate	48		2	2			Aircocoles		O-805-3	Carries one 2000-lb. bomb when flown remotely; provisions for pilot for check flights. (None procured).	
YBQ-6	Interstate	SD-326A	AC-38341	3	2			Wright		R975-13	Similar to the Navy Model TDR-1; single place aircraft. Radio: 3-axis stabilized servo unit, A.C. No. ES-49-119 (A50 Equip. No. T-502, Type 3B); television equipment SCR-549-A; radio receiver - selector unit SC-617-T2-X. Armament: One 2,100-lb. AN-M-34 or AN-M-36 bomb, or two 650-lb. and two 325-lb. depth charges may be carried at one time. (No photographic equipment).	
BQ-6A	Interstate	SD-326A	AC-38341	97	2			Wright		R975-13	Production model constructed with changes resulting from service tests on the YBQ-6. Radio: 3-axis stabilized servo unit A.C. No. ES-49-119 (A50 Equip. No. T-502, Type 3B); television equipment SCR-549-A; radio receiver - selector unit SC-617-T2-X. Armament: One 2,100-lb. AN-M-34 or AN-M-36 bomb, or two 650-lb. and two 325-lb. depth charges may be carried at one time. (No photographic equipment).	
ROBARY WING												
XR-1	Platt - LePage	XC-417-1	AC-15375	1	1			P&W		R985-21	Twin rotor, two seated observation helicopter, weight empty, 3309-lbs.; gross weight 4510-lbs.; high speed (SL), 120 MPH; rate of climb at S.L., 1000 FPM; 24.5 min. to 25,000 ft. (Est.).	
XR-1A	Platt - LePage	R-41	AC-21392	1	1			P&W		R985-AN-1	Same as the XR-1 with exception of minor changes to provide general improvement. Radio command set SCR-183 with duplicate controls for pilot and observer; 2-places interphone RC-27. No armament.	
XR-2	Kellett	RC-417-2	AC-9672 C.O. 2275	1	1			Jacobs		R915-1	Similar to the YQ-1C except for engine changes, rotor drive system, and other refinements.	
XR-3	Kellett	XC-417-3	AC-9672 AC-16674	1	1			Jacobs		R755-3	Modified YQ-1B autogyro with flexible nylon mount, improved rotor, weight empty, 3309-lbs.; gross weight 4510-lbs.; high speed (SL), 120 MPH; rate of climb at S.L., 1000 FPM; 24.5 min. to 25,000 ft. (Est.).	
XR-4	Yough-Sikorsky		AC-15967	1	1			Warner		R500-3	2-place, side-by-side helicopter. Power transmitted to main and 3 auxiliary rotors by a gear and shaft transmission. Estimated weight empty, 1200 lbs.; useful load, 549 lbs.; gross weight, 1700 lbs. High speed, 102 MPH (S.L.); service ceiling with forward speed, 14000 ft.; hovering, 6000 ft. (MFR's, Model YS-316). (Retelsignated XR-4C).	
YR-4A	Yough-Sikorsky	5922	AC-29005	29	1			Warner		R550-1	Slight increase in HP and other minor improvements over the XR-4. Weight empty - 1747 lbs.; gross weight - 2348 lbs. (MFR's, Model YS-136A) Two-way radio. (28 redesignated YR-4B).	
YR-4B	Yough-Sikorsky		AC-29005	26	1			Warner		R550-1	Similar to the YR-4A except with structural provisions for installation of bomb racks and for external attachment of one litter.	
R-4B-SI	Sikorsky Airt. Div.	SER-400	AC-41023	100	1			Warner		R550-1 or -3	Same as the YR-4B except with structural provisions for installation of bomb racks and for external attachment of one litter.	
XR-4C	Yough-Sikorsky		AC-15967	1	1			Warner		R550-1	XR-4, serial #41-18874, redesigned due to engine change with increased HP, and 38-ft. rotor in place of the 36-ft.	
XR-5	Yough-Sikorsky	5930	AC-29845 AC-2314	4	1			P&W		R985-AN-1	(Model YS-327). 2-place, single main rotor helicopter in which torque is counteracted by an auxiliary tail rotor rotating in a vertical plane. Modified transmitted to main rotor through a conventional reduction gear box; take-off drive in main gear box, take-off drive in tail gear box provides power for the auxiliary rotor. Crew of 2 seated in tandem in tandem in which is largest of the three rotors, providing excellent visibility to the crew. Radio command set SCR-183; armament, none. (2 redesignated XR-5A).	
YR-5	Yough-Sikorsky	5930	AC-36119	26	1			P&W		R985-AN-1	2-place, rotary wing aircraft with a 3-blade rotor and one tail rotor. Gross weight is approximately 4500 lbs.; tandem seating arrangement; will carry 2 crew members each side of the fuselage externally. Armament: Provisions for carrying two 325-lb. depth charges or 100-lb. demolition bombs. No photographic equipment. Radio: Radar and M.A.D. search equipment.	
XR-5A	Yough-Sikorsky		AC-2514	2	1			P&W		R985-AN-1	Similar to the XR-5 except for special British equipment as follows: Search equipment A.S.H.; communication, V.H.F. unit of AFA/ARA or SCR-274M, H.F. unit of same; homing equipment Z.B.X. or Z.F.3; identification A.P.K.; special services M.A.D. Mark 6.	
YR-5A	Sikorsky	SER-106	AC-41023	26	1			P&W		R985-AN-1	Service Test model of the YR-5A.	
R-5A-SI	Sikorsky	SER-106	AC-41023	450	1			P&W		R985-AN-1	Production model of the YR-5A and the XR-5A.	
R-5B-SI	Sikorsky			1	1			P&W		R985-AN-1	Production model of the YR-5. (Cancelled).	
YR-5C	Sikorsky			1	1			P&W		R1340	Similar to the YR-5A except for the following: Tricycle landing gear; two tail rotors, one vertical and one horizontal; "Waspy" engine, 550 HP normal, 600 HP take-off rating, in lieu of 450 HP engine; redesigned forward cabin structure of greater capacity which will carry one pilot, one attendant, and two patients in litters with rescue hoist equipment, or two pilots, and three passengers, or pilot and cargo of 600 to 800 lbs.	
XR-6	Yough-Sikorsky	5923		2	1			Lycoming		O-435-7	(Model YS-316B). Single main rotor helicopter with auxiliary tail rotor rotating in a vertical plane counteracting the torque reaction of the main rotor. Engine installed aft of the crew compartment with crankshaft vertical. A planetary reduction gearbox is mounted above the tail rotor. Yough installed aft of the main and auxiliary rotors. Crew of 2 seated side-by-side, having excellent visibility forward above the power from the engine to the main and auxiliary rotors. Radio: Transmitter - RCA model AT-1; receiver - RCA model AVR-20-1. Armament: Provisions for mounting bomb racks for two 325-lb. depth charges or four 100-lb. bombs.	

CHARACTERISTICS

MODEL MFR. SPEC. NO. CONT. NO. QUIT NO. MFR. POWER PLANT MODEL

Same as the XR-6 except for engine change. (Previously designated XR-7).

Identical to the XR-6A for service test.

Production model of the XR-6A, to which it is identical.

Similar to the XR-6 except for production quantities, and same as the R-6A except for the engine. (None procured).

Same as the XR-6 except for engine change. (Designation cancelled - redesignated XR-6A 2-12-43).

A helicopter with two 3-bladed rotors mounted side by side in such a manner that the axes of rotation form a "V" with an included angle of 25°. The rotors are each 36 ft. in diameter and intermesh, each blade passing over the hub of the opposite rotor. The two hubs are 4 ft. apart. Engine is installed in the fuselage with its crankshaft tilted at approximately 30° from the vertical. An engine-driven lower clutch is used to cool the engine. The rotors are driven by the engine through a clutch and reduction gears. The fuel tank provides a useful load of 100 lbs. only 34.6 lbs. is useful load. Crew of two. Maximum gross weight 2700 lbs. for external installation of two 325-lb. depth bombs or six 100-lb. bombs as alternate load. Radio equipment SCR-274-AV, 325-lb. depth bombs or six 100-lb. bombs as alternate load. Radio equipment SCR-274-B.

Same as the XR-8 except that it has 2-bladed rotors instead of 3-bladed.

(GA Model 6A-42P). A single place, single main rotor helicopter in which engine torque is counteracted by an auxiliary tail rotor. While this helicopter is designed as a single place, an extra seat is provided for carrying an extra passenger for emergency operation. Power is transmitted to the rotor hub through a drive shaft and transmission.

Same as the XR-9 except that it has a two-blade rotor system instead of three.

(Kellert Model KH-2X-C). Two-rotor aircraft with rotors intermeshing. The engines are installed in nacelles on opposite sides of the fuselage, both connected to the rotors by drive shafts. The rotor gear boxes are interconnected to provide for synchronization and single engine operation. The rotors are side with their centers approximately 5 ft. apart. The counter-rotating gear arrangement for the rotors is corrected by devices. Provisions are made for a crew of two. The rotors are 66 ft. in diameter and have a total span of 70 ft. The rotor system is installed in the fuselage with its crankshaft tilted at approximately 30° from the vertical. An engine-driven lower clutch is used to cool the engine. The rotors are driven by the engine through a clutch and reduction gears. The fuel tank provides a useful load of 100 lbs. only 34.6 lbs. is useful load. Crew of two. Maximum gross weight 2700 lbs. for external installation of two 325-lb. depth bombs or six 100-lb. bombs as alternate load. Radio equipment SCR-274-AV, 325-lb. depth bombs or six 100-lb. bombs as alternate load. Radio equipment SCR-274-B.

High-speed, low wing monoplane constructed of non-strategic material to be used to control airplane targets. Designed to accommodate a pilot and one remote control pilot. (Procurement cancelled).

Same as the YCQ-1 except procured without self-sealing fuel tanks. (Procurement cancelled).

L-1A, serial #40-230, redesignated with following equipment added: Radio transmitter model BC-497M; radio control box model BC-194M; control plate with mounting and cables; control box model BC-756M; control box model BC-757M; control box model BC-758M; control box model BC-759M; antenna cable assembly for transmission line. Airspeed, rate-of-climb, and altimeter instruments in rear cockpit. (12 volt system). Airplane used to control Pq-8 target.

UC-45F modified for use as a control airplane by making the co-pilot's control column detachable (AF-11 type) thus making room for radio control stick and associated equipment; by removal of cabin seats and installation of benches for mounting the radio control transmitter; by mounting of antenna; by installation of oxygen equipment. This airplane will be used for the operation of Type Pq-1L Radio Airplane Targets.

MODEL	MFR.	SPEC. NO.	CONT. NO.	QUIT NO.	MFR.	POWER PLANT	MODEL
XR-6A	Young-Sikorsky		AC-35340	4	1	Franklin	O-405-9
XR-6A	Sikorsky Design Mash-Kelvinator	SER-401	AC-40217	26	1	Franklin	O-405-9
R-6A	Mash-Kelvinator (Sikorsky)	SER-401	AC-40217	874	1	Franklin	O-405-9
R-6B	Mash-Kelvinator (Sikorsky)		AC-35340	1	1	Lycorning	O-435-7
XR-7	Sikorsky		AC-40711	1	1	Franklin	O-405-9
XR-8	Kellert	120-23	AC-40711	1	1	Franklin	XO-405-9
XR-8A	Kellert	120-23	AC-40711	1	1	Franklin	XO-405-9
XR-9	C & A Aircraft		AFP-29687L	2	1	Lycorning	O-290
XR-9A	G & A Aircraft	AU-74	AC-1708	1	1	Lycorning	O-290-5
XR-10	Kellert	120-30		3	2	P&W	R985-AN-5
Target Control	Fletcher		AC-19392	8	1	P&W	R985-AN-1
YCQ-1	Fletcher		AC-19392	9	1	P&W	R985-AN-1
YCQ-1A	Fletcher		AC-19392	1	1	Lycorning	R480-9
CO-2	Vultee	C-413-2B					
CO-3-BH	Beech	65 (UC-45F)			2	P&W	R985-AN-1