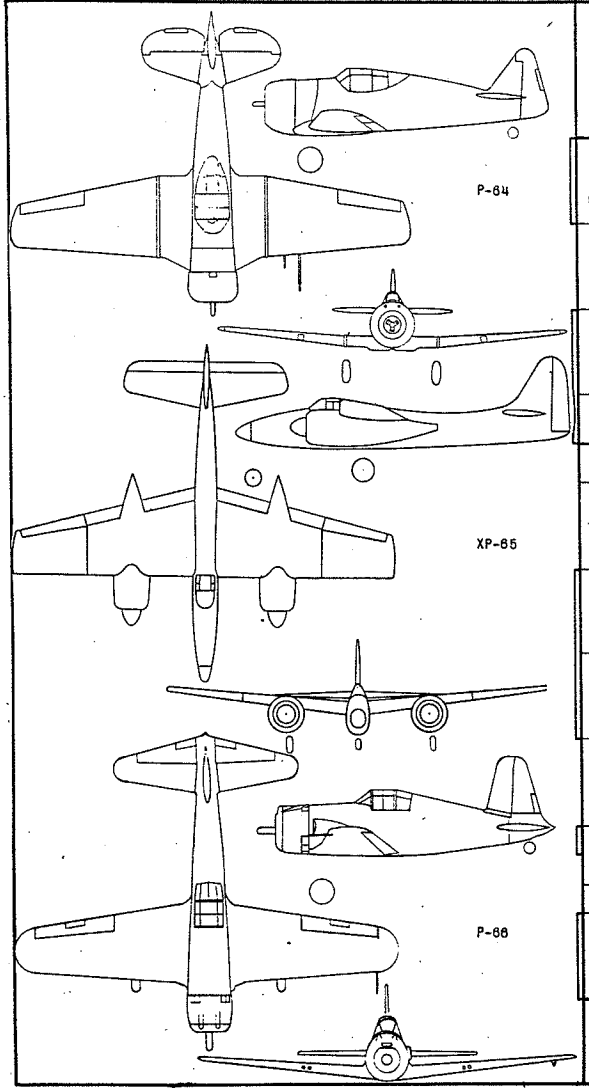
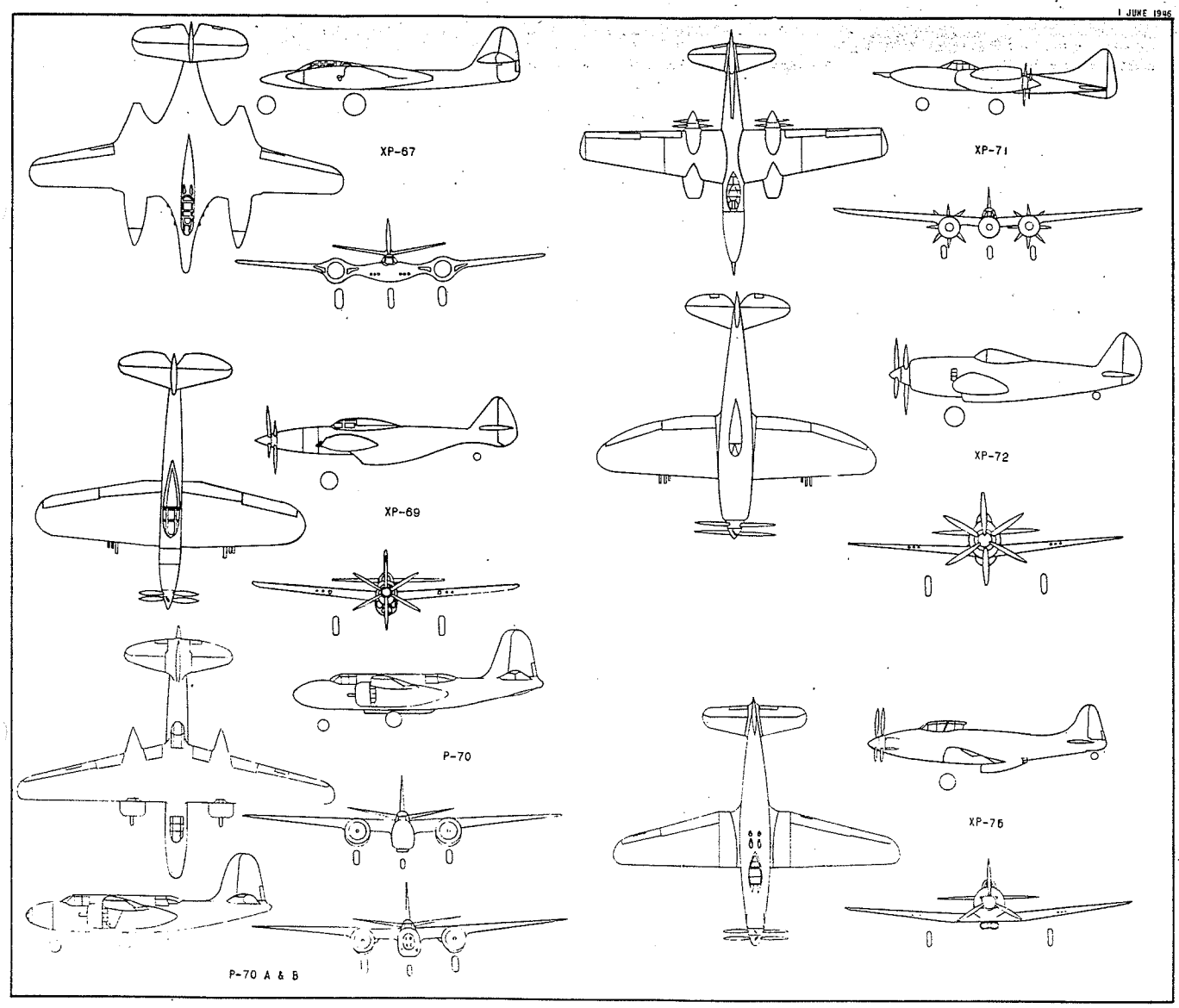
THREE VIEWS

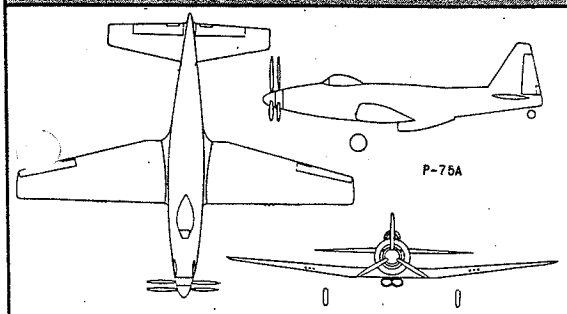


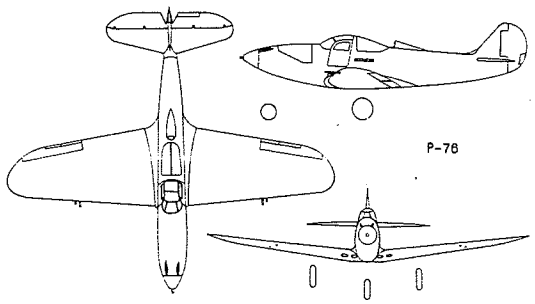
MODEL DESIGNATION

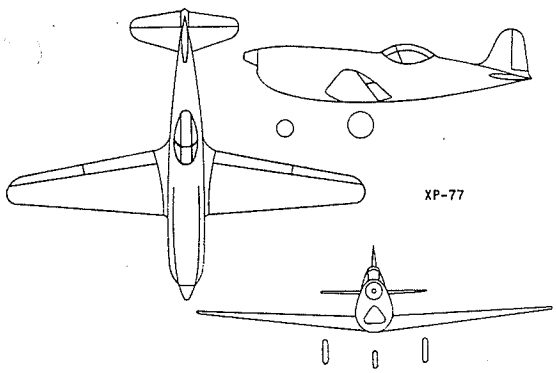
LINE	AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION
1	P-64 NORTH AMERICAN	AEC-140	6	-	All metal with R-1820-77 engine, no combat protection, rack provisions for carrying bombs under wings and belly. Originally purchased for Royal Thai Airforce but later reverted to AAF model. T.O. 01-60JA-1 ACCEPTED 1941
2	XP-65 GRUMMAN	-	2 0	-	All metal airplane with R-2600 engines and turbosuperchargers. Aircraft was to replace the XP-50 and was similar to Navy XF7F model. Project cancelled.
3	P-66 VULTEE "VANGUARD"	DA-272	144	DA-629-1	All metal, R-1830-33 engine, combat protection. Fuselage: steel tube truss, metal covered, semi-monocoque from behind cockpit. Wing: two spar all metal. Hydraulically actuated split flaps. T.O. 01-50FA-1 ACCEPTED 1942
4	XP-67 McDONNELL	AC-21218	2	XC-628-1A	All metal, single place, 1-1430-17 and -19 engines, G.E. type D-2 turbos, combat protection. Airplane gives "Bat-Like" appearance and has pressurized cabin, true laminar flow airfoils and entire fuselage used as fuel cells for alternate loading. DESIGN INITIATED 2 AUG. 41 CONTRACT DATE 29 OCT. 41 1st FLIGHT 6 JAN 44 ACCEPTED JUNE 1945 XP-68 CANCELLED 22 NOV. 1941
	XP-68 VULTEE	PROJECT CANCELLED			
5	XP-69 REPUBLIC	AC-22238	2 0	XC-622-10	All metal, single place. R-2160-3 engine, Berman turbo, dual-rotation propeller, combat protection. Airplane has pressurized cabin, laminar flow airfoils and sealed gap ailerons. Project cancelled. DESIGN INITIATED JULY 41 CONTRACT DATE MAR. 43 CANCELLED 11 MAY 43
6	XP-70 P-70 DOUGLAS "HAVOC"	AC-12967 AC-12967	1 59	622-12A	(1) XP-70: Experimental model of an early A-20 modified as a Night Fighter. (59) A-20's converted to NIGHT FIGHTERS with R-2600-11 engines, 4 - 20 mm cannon; combat protection and revised equipment installations. T.O. 01-40FA-1 MODIFIED 1940
7	P-70A-00 -1 & -2 P-70B-00 -1 & -2	AC-26294 DA-934 AC-26294	39 65 105	-	A-20C modified as night fighter and designated P-70A-1, A-20G modified as night fighter and designated P-70A-2, (1) A-20B-10 modified as night fighter and designated P-70B-1. A-20G & J modified as trainers at Night Fighter bases and designated P-70B-2. T.O. 01-40FA-1 MODIFIED 1944
8	XP-71 CURTISS	AC-22851	2 0	XC-622-14	All metal two place pressurized fighter with R-4360-13 engines, G.E. type E turbos, dual rotation propellers, combat protection. Project cancelled.
9	XP-72 P-72 REPUBLIC	AC-37879 AC-1704	2 0 100 0	-	All metal, single place R-4360-13 or -19 engine, dual rotation propeller, combat protection, provisions for wing racks and installation of new type bubble canopy. DESIGN INITIATED JULY 41 CONTRACT 18 JUNE 43 1st FLIGHT 2 FEB. 44
	P-73 & P-74	DESIGNATION NOT ASSIGNED			
10	XP-75 FISHER	AC-33962	8	XC-632-1A	All metal, single place, V-3420-19 engine, dual rotation & bladed propellers, wing racks, combat protection, tear drop canopy. Plane combines P-40 wings, A-24 empennage and F4U landing gear on newly designed fuselage and center section. Engine in rear of pilot. 1st FLIGHT 1943
11	NOTES:				


XP-67
XP-71
XP-69
XP-72
P-70
XP-75
P-70 A & B

THREE VIEWS







MODEL DESIGNATION

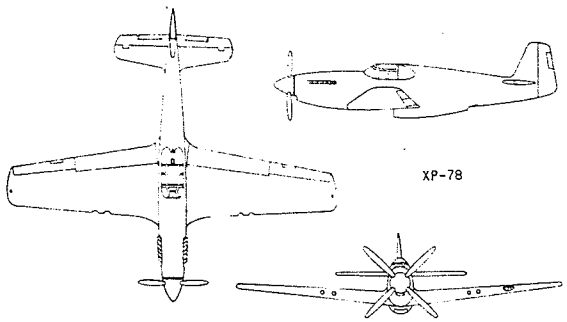
DATE: JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
				(See preceding page for XP-75 description)	
P-75A-GC -1,-5,-10	AC-41011	2500 6	XC-632-2	Same as the XP-75 except: (1) V-3420-23 engine. Production contract cancelled except for 6 airplanes. ACCEPTANCE NOV. 1944	1
P-76 BELL	AC-20910	10000 0	-	Similar to P-39M with (1) V-1710-47 engine, 4 - .50 cal. guns and Aeroproducts propeller. (Project cancelled; plant used for B-29 production).	2
XP-77 BELL	AC-30864	6 2	-	All wood, light weight, single place fighter with (1) XV-770-17 engine; Aeroproducts, 2 bladed propeller; 2 -.50 cal. nose guns; combat protection; laminar flow airfoil and tricycle, manually operated landing gear. ACCEPTANCE JULY 1944	3
XP-78 NORTH AMERICAN	-	1 0	-	Similar to P-51 with V-1650-3 engine. Propeller change and cooling system. Redesignated P-51B.	4
XP-79B NORTHROP	AC-36997	3 1	-	All metal, single place, pressurized flying wing equipped with(2) Westing house -19 model "B" jet units; axial flow supercharger, twin fins stop wing, two retractable nose wheels; rudder assist ducts aid in operating split flap rudders at wing tips. Pilot in prone position. DESIGN INITIATED DEC. 42 Contract Date 21 MAY 43 1st FLIGHT Oct. 45	5
XP-80 XP-80A YP-80A LOCKHEED	AC-40680 AC-40680 AC-2393	1 2 13 12	R-634-1	Pressurized single place jet fighter with GE "J-33" jet unit, combat protection, wing racks, and bubble canopy. 1 Airplane became XFP-80A. ACCEPTED XP-80 6-45 ACCEPTED YP-80A 12-44 ACCEPTED XP-80A 5-45 1st FLIGHT 1944	6
P-80A,B (LO) FP-80A-LO P-80N-1-NC (CANCELLED)	AC-2527 AC-2527 AC-8388 AC-7717	1000 765 35 3000 0 1000 0	- -	Production airplane of YP-80A with G.E. "J-33-9 or -11" jet unit and provisions for 10 rockets on latest models. FP-80A: Photo version. ACCEPTED P-80A 2-45 1st PRODUCTION 1945	7
XP-81 YP-81 CONSOLIDATED	AC-1887 TI-2148	2 13		All metal single place fighter with GE T-31 gas turbine in nose driving Aeroproducts 4 bladed propeller, and GE J-33 jet unit in tail, external wing racks for fuel or bombs; combat protection, and tricycle landing gear. YP-81 is basically the same as the XP-81. DESIGN INITIATED 5 JAN 44 CONTRACT DATE 11 FEB. 43 EST. FLIGHT DATE AUG. 1945	8
XP-82 XP-82A NORTH AMERICAN	AC-2029 AC-2029	2 2 2 1		XP-82: All metal, twin boom, two place fighter with (2) V-1650-23 & -25 engine: 4 bladed propellers, combat protection, and provisions for 2 X 2000 lb. or 4 X 1000 lb. bombs and provisions for 25 rockets. Plane consists of 2 fuselage and outer panels joined together by center section. XP-82A like XP-82 except V-1710-119 engines. T.O. 01-60JJ-1 1st DEL. 1945	9
P-82B-1-NA P-82C- -NA P-82D -NA P-82E -NA	AC- 2384 AC-13950	500 20 250	-	P-82B production article of XP-82 with V-1650-9 and -21 engines. P-82C: 10th airplane of P-82B converted to night fighter with radar screen in co-pilot's cockpit whose controls will be removed; (SCR-720). P-82D: 11th airplane of P-82B same as P-82C except for installation of AN/APS-4 radar. P-82E: Similar to P-82 except V-1710-143 and -145 engines. Auto-pilot, pilot ejection. T.O. 01-60JJ-1 1st Production 1945	10
NOTES:					11

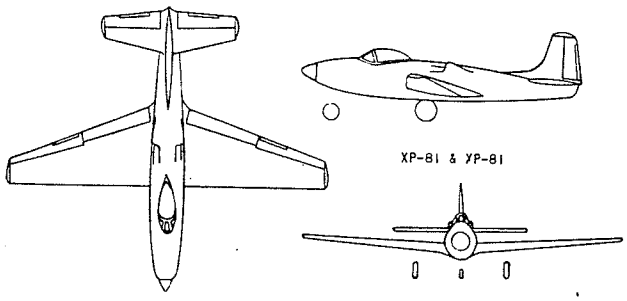
P-80 "SHOOTING STAR"

Originally built to fill AAF request for single-jet fighter designed around the British De Havilland jet unit. Original "Shooting Star" tests made with the British unit. Exterior finish differs from AAF standard in that all joints and cracks are filled to reduce drag, and the surface is polished to a high gloss. Color is light gray instead of usual silver. P-80A holds present transcontinental speed record of 4 hours 13 minutes non stop.

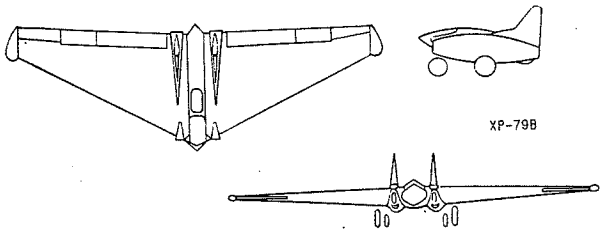
1 JUNE 1946



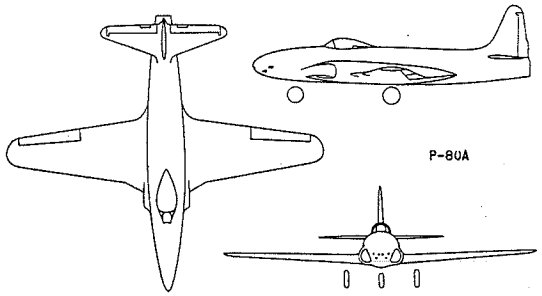
XP-78



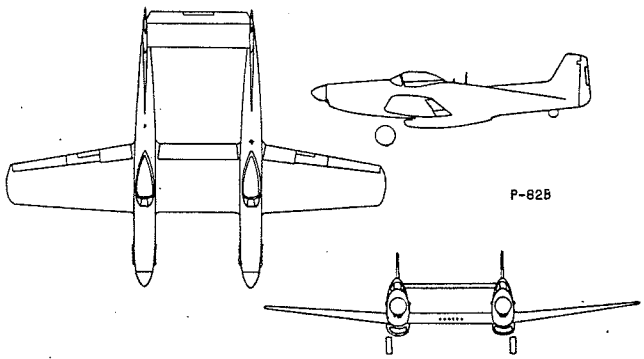
XP-81 & YP-81



XP-79B

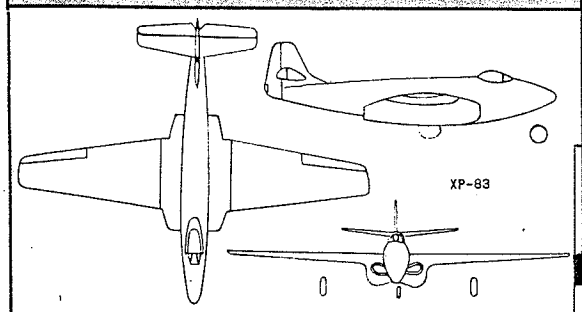


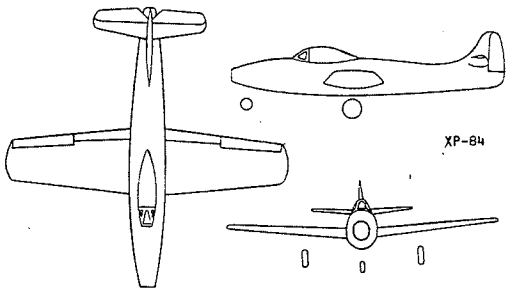
P-80A

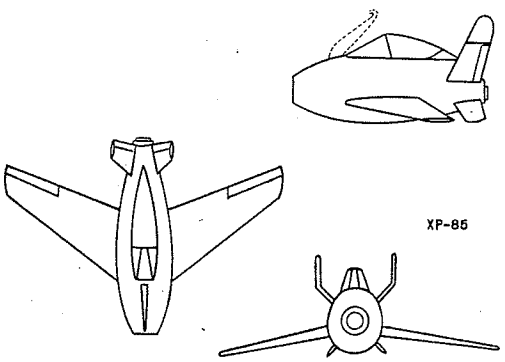


P-82B

THREE VIEWS



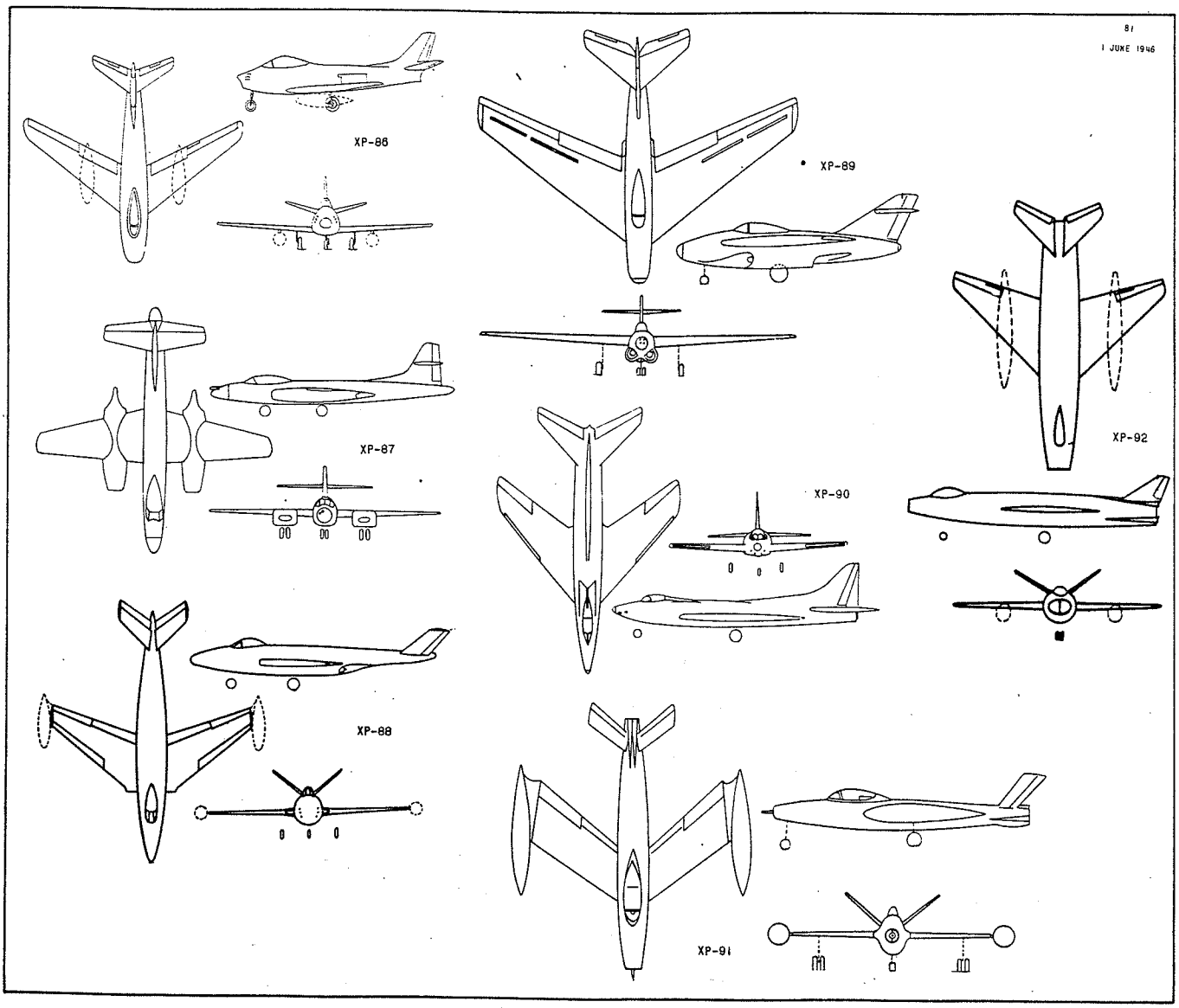




MODEL DESIGNATION

DATE: JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XP-83 BELL	AC-2425	2	40-947-001	All metal, pressurized, single place jet fighter with (2) G.E. J-33 jet units; 6-.50 or .60 cal. guns; combat protection; provisions for 2 wing racks; tricycle landing gear with individual, electro-mechanical, ball-bearing actuators. 1ST FLIGHT DATE: 2/45	1
XP-84 XP-84A YP-84A P-84B P-84 REPUBLIC	AC-6248	[illegible]	XS-637-1	All metal, pressurized single place jet fighter with (1) G.E. J-35-1 or -3 jet units, tricycle landing gear, hydraulically actuated, combat protection. All models similar except for engineering and design changes in the experimental, service test and production models. Configuration unchanged. 1ST FLIGHT MARCH: 1946	2
XP-85 McDONNELL	AFP-361374	-	-	All metal parasite fighter with (1) Westinghouse 24C-48 jet unit; full cantilever wings folding for stowage of aircraft in XO. 1 bomb bay of B-36. Takes off and lands on retractable hook extending below mother airplane. No conventional alighting gear fitted; retractable hook in fighter.	3
XP-86 NORTH AMERICAN	AC-11114	[illegible]	-	All metal, pressurized, single place jet fighter with (1) G.E. J-35-1 or -3 jet unit; 11 stage axial flow compressor; combat protection; bubble canopy; tricycle landing gear hydraulically actuated and dive brakes. EST. COMPLETION 1ST ARTICLE: FEB. 1947	4
XP-87 CURTISS	AC- 6266	[illegible]	-	All metal - all weather fighter with (4) Westinghouse 24C jet units; cantilever wing. Pressurized cockpit with ejection seats for pilot and crew; airbrakes for deceleration during combat; optical type A-1 gun sight and automatic gun laying. EST. FLIGHT, MARCH 1947	5
XP-88 McDONNELL	AC-14582	[illegible]	-	Single place, penetration type fighter powered with (2) Westinghouse 24C jet engines. Design deviates from conventional type in that swept-back wings and a Vee-tail are incorporated.	6
XP-89 NORTHROP	AC-14541	[illegible]	-	Two place, all weather fighter powered with (2) G.E. J-35 turbo-jet engines. Automatic gun laying by radar or optical type A-1 sight.	7
XP-90 LOCKHEED	AC-14563	[illegible]	-	Single place, penetration fighter powered with (2) Westinghouse 24-C turbo-jet engines. Automatic gun laying by radar or optical type A-1 sight.	8
XP-91 REPUBLIC	AC-14583	[illegible]	-	Single place, interceptor fighter powered with (1) G.E. J-35 turbo-jet plus six rocket units for additional thrust.	9
XP-92 CONSOL. - VULTEE	AC-14547	[illegible]	-	Single place, rocket propelled interceptor- fighter powered with (1) Westinghouse 198 turbo-jet engine and liquid rockets.	10
NOTES:					11


XP-86
XP-89
XP-87
XP-92
XP-90
XP-88
XP-91

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XBQ-1 FLEETWING	AC-29834	1	H-56	High wing, wood-fabric construction, radio-controlled plane carrying 2000 lb. bomb. Landing gear jettisonable by remote control; television equipped radio controlled, bomb permitting remote visual guidance for div-bombing. Fixed, tricycle gear, no pilot. Powered with (2) Franklin XO-405-7 engines. Self-sealing fuel and oil tanks and lines, armor plate protects remote control equipment from front and below. cock-pit may be removed. Can be used with pilot on long range & checking flights.	1
XBQ-2 FLEETWING	AC-29384	1 0	H-57	Same as XBQ-1 (BOMB BERSION) except change to Lycoming O-435-3 engines and minor changes. Changed to XBQ-2 with Lycoming R-680-13 engines. Used with or without pilot.	2
XBQ-2A FLEETWING	AC-29384	1	-	Similar to XBQ-2 (BOMB BERSION) except Lycoming R-680-13 engines in lieu of O-435-3 engines. Used with or without pilot.	3
XBQ-3 FAIRCHILD	AC-32134	3 0	79000-C	High wing, radio controlled plane carrying 1 x 4000 lb. or 2 x 2000 lb. bombs or torpedoes, powered with (2) Ranger V-770-15 engines. Armor for forward portion of television set. Used with or without pilot. (Project cancelled)	4
XBQ-4 INTERSTATE	FROM NAVY B.A.	1	47	Radio controlled plane carrying 1 x 2000 lb. bomb, powered with (2) Franklin XO-435-2 engines and fixed wooden props. No armor or fuel protection. Borrowed: from Navy Bureau of Aeronautics and returned after study. Used with or without pilot.	5
XBQ-5 INTERSTATE	-	100 0	48	Radio controlled plane carrying 1 x 2000 lb. bomb, powered with (2) Franklin O-805-2 engines. No armor or fuel protection. Ferry pilot is used for long range and checking flights. None procured.	6
XBQ-6 BQ-6A INTERSTATE	AC-38341 AC-38341	3 0 97 0	38-326-1	Radio controlled plane carrying 1 x 2000 lb. bomb or 2 torpedoes, powered with (2) Franklin O-805-2 engines (YBQ-6); (2) Wright R-975-13 engines on BQ-6A. Wood-steel-plastic-fabric construction, tricycle gear that is jettisonable by remote control, external wing racks. Similar to Navy model TD3R-1. Ferry pilot is used for long range and checking flights. None procured.	7
BQ-7 (B-17 MODIFIED)	-	-	-	Old B-17 "FLYING FORTRESSES" converted as radio controlled bombs and used over Europe during World Was II to dive-bomb special targets. They were loaded with bombs, ground launched and after take-off pilot and co-pilot bailed out over field, after which "mother ship" guided plane to target. Carried 18425# explosives, 1000 gal. fuel, 63000# loaded and range of approx. 350 miles.	8
BQ-8 (B-24 MODIFIED)	-	-	-	Old B-24 "Liberators" converted as radio controlled bombs and used for same purposes as noted for BQ-7 shown above.	9
					10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

PAGE 34

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
YCQ-1 & A FLETCHER	AC-19392 AC-19392	80 20	- -	High speed, low wing monoplane constructed of non-strategic material to be used to control airplane targets. Accommodates pilot and one remote-control pilot. Powered with (1) R-985-A-1 engine. YCQ-1A has no self-sealing tanks. (Procurement cancelled).	1
CQ-2 VULTEE	-	1	C-413-28	L-1A airplane modified as "control plane" for PQ-8 target. 12 volt eletrical system installed. Powered with (1) Lycoming R-680-9 engine.	2
CQ-3 BEECH	-	2	65(C-45F)	C-45F airplane modified as "control plane" for PQ-14 target. Powered with (2) R-985-AN-1 engines, cabin seats removed, co-pilot's control column detachable and providing radio controls in co-pilot's position.	3
					4
					5
					6
					7
					8
					9
					10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
OQ-2A OQ-2B	AC-30861 PO-11291 AC-27027 AC-34408	3410 25 400 1284	C-40305 R-40305A	Power driven (non-man carrying) aerial target. Redesignated A-2A. Service test in June 1940. OQ-2B: Procured for Navy. Like OQ-2A except that it has flotation compartments in wings. Standard Feb. 1943.	1
OQ-3 RADIOPLANE & FRANKFORT	AC-30861 AC-34408 AC-1744 AC-1745	6 4 5822 358	R-40639	High wing airplane target intended primarily for training anti-aircraft ground defenses. Powered with O-15-3, 2 cyl., rotary disk type engine: 2 blade wooden prop., take-off with type A-2 catapult: flys at 200 yd. range and simulates practically all combat flight attitudes: radio controlled from ground: landing made by parachute. Wood-steel-fabric construction. (NAVY MODEL TDD-2). AN-28-10C-2.	2
OQ-4 BRUNSWICK-BALKE-COLLENDER CO.	-	-	-	Small plywood target similar to OQ-2A. (Development dropped). Experimental: Mar. 1943.	3
OQ-5	-	-	-	Small plywood target similar to OQ-2A. Experimental: Mar. 1943.	4
OQ-6 OQ-6A	AC-9802	20	R-40640	High speed radio airplane target. OQ-6A like OQ-6 except for equipment change. Service test: Feb. 1945	5
OQ-7	-	-	-	Similar to OQ-3 except designed for use over water. Experimental: Dec. 1943.	6
OQ-8 OQ-9 OQ-10	-	-	-	DATA UNAVAILABLE.	7
OQ-11 SIMMONDS AEROCESSORIES	PO-12042	1	-	Non-man carrying, four cylinder HERKUM engine, 12 ft. span, equipped with radio and electric servo-control units for remote control. Experimental: May 1941. (Redesignated from type A-11).	8
OQ-12 RADIOPLANE	PO-12060	1	-	Redesignated to differentiate between manufacturers. Experimental: Oct. 1941.	9
OQ-13	-	-	40782	Similar to OQ-3 except designed for over-water operation by inclusion of proper equipment.	10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
OQ-14	AC-6313 AC-6314	4405 1454 4820 2084	S-40848	Aerial target powered with 20 HP. Righter Aircraft engine, remotely controlled by radio, launched from type A-4 catapult, landed by parachute, water-proof radio and servo equipment. Span: 12 ft., Speed: 140 mph. Service test Aug. 1944.	1
OQ-15	AC-11414	5	-	Aerial target powered with 35 HP., 2 cycle engine: Span: 12 ft., Weight: 135 lb., Speed: 150 mph., Endurance: 1 hour; Ceiling: up to 15000 ft. Experimental - April 1945.	2
OQ-16	AFP-437011	15 0	-	Aerial target powered with 35 HP., 2 cycle engine: Span: 12 ft., Weight: 150 lb., Speed: 160 mph., Endurance: 1 hour; Ceiling: up to 15000 ft. Experimental - April 1945. Procured for Navy and later cancelled.	3
OQ-17	AC-11415	19	-	Aerial target powered with 35 HP., 2 cycle engine: Span: 12 ft., Weight: 135 lb., Speed: 190 mph., Endurance: 1 hour; Ceiling: up to 15000 ft. Methods of fabrication and materials used will depart from previous design Experimental: April 1945.	4
OQ-18	-	-	-	Aerial target powered with 150 HP., 2 cycle engine: Span: 15 ft., Weight: 550 lb., Speed: 250 mph., Range: 10 miles; Ceiling: up to 20000 ft. Experimental: April 1945.	5
OQ-19	-	-	-	Aerial target powered with 60 HP. engine: Span: 12 ft.; Length: 10 ft., Weight: 230 lb., Speed: 230 mph., Limit dive speed: 400 mph., Endurance: 1 hour: Climb to 2800 ft. per min., Service ceiling: 25000 ft. Target consists of OQ-17 airframe and OQ-6 engine. Experimental: July 1945.	6
					7
					8
					9
					10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
A-1 FLEETWING VEGA DESOTA	-	-	R-1806	A-1 is a 20 ft. span airplane powered with a gasoline engine of approximately 80 H.P. with a speed of approximately 180 M.P.H. climb to 10,000 feet in 10 minutes. Operated in flight from ground by radio. Used in connection with aerial gunnery practice.	1
A-2 & A RADIOPLANE (A-2A REDESIGNATED 91-2A)	-	-	XC-40305 XC-40305A	A-2 is a 12 ft. span airplane powered with a 5 to 10 H.P. gasoline engine and has a speed of approximately 60 M.P.H. Launched from a catapult and controlled in flight by radio from a ground radio station. Used in connection with aerial gunnery practice. A-2A similar to Type A-2 except increase in engine power and simplified ground controlling equipment.	2
A-3 (MODIFIED NAVY TRAINER N2C-2)	-	-	-	Modified Navy N2C-2 training airplane equipped with tricycle undercarriage. Takes off and lands under its own power and can be controlled from ground radio station or from another airplane. High speed is approximately 100 M.P.H.	3
A-4 NORTH AMERICAN	-	-	40K4467	Converted BT-2 series airplane equipped with tricycle under carriage. Takes off and lands under its own power and is controlled from ground radio station or from another airplane. High speed approximately 130 mph.	4
A-5 BOEING	-	-	40K7255	Converted P-12 airplane using old Air Force Control equipment.	5
A-6 DOUGLAS	-	-	-	Converted O-38 airplanes using old AAF equipment.	6
A-7 BELL	-	-	-	Converted P-39 airplanes using old Air Force Control equipment.	7
XPQ-8-CL PQ-8-CL	AC- 2994 AC-17143 AC-26993	1 75 125	26	Low wing, plastic bonded plywood, aerial target monoplane, powered with (1) YO-200-1 engine of 90 H.P., equipped with tricycle gear. Radio controlled and hydraulic servo-control equipment, flown with or without pilot.	8
PQ-8A-CL	AC-32100	200	26	Same as PQ-8 except change to Lycoming O-290-1 engine of 125 H.P., weight and fuel increase. Flown with or without pilot. Standard - October 1942. Navy Model TCD-2.	9
XPQ-9-CL PQ-9-CL	AC-19214 AC-18662	50 0 1 0	23	XPQ-9 is similar to PQ-9 except that it is the first of this type to be made and all parts may not be interchangeable with the production model. Contracts cancelled. PQ-9 is an inexpensive, high speed Culver NR8 commercial airplane converted into a target. Radio controlled with provision for standard Air Force Controlling system for aerial targets. Used with or without pilot.	10
NOTES: A-1 thru A-7 designations previously assigned to early aerial gunnery targets and superseded by present PQ designations.					11

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

LINE	AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION
1	XPQ-10-CL PQ-10-CL	AC-18662 AC-19214	1 50 10	24	PQ-10 is an inexpensive, high-speed, two-place Culver (HR) commercial airplane, 21' wing span, twin engines and tricycle landing gear. Converted into target by additional&fo&AF, standard remote controlling equipment. XPQ-10 is similar to PQ-10 except this target is the first type to be made and all parts may not be interchangeable with production model. (Contracts cancelled) Flown with or without pilot.
2	PQ-11,A,B FLETCHER	AC-19392	65 0	FT-1	PQ-11 is the same as PQ-9. PQ-11A is similar to type PQ-11 except provisions made for installation of 1000 lb. bomb, and installation of auxiliary self-sealing gas tank to increase the range to not less than 750 miles with no reserve. (Contract cancelled). Flown with or without pilot.
3	PQ-12-FL YPQ-12A-FL	AC-19617	50 8	H-49	PQ-12 is the same as PQ-9. PQ-12A is a low ing monoplane similar to PQ-12 except to accommodate either the check pilot or one 500 lb. bomb. Flown with or without pilot.
4	XPQ-13-FL PQ-13-FL ENGR. RESEARCH	PO- 1890	2	-	Ercoupe model 415-C converted as radio controlled aerial target.
5	XPQ-14 YPQ-14 A & B PQ-14 A & B (CL)	AC-18662 AC-19214 AC-40802	1 100 2590 1942	28	Navy model TD2C-1 radio controlled aerial target with XO-300-3 engine (XPW-14) and O-300-11 engine (other models), retractable tricycle gear, wood-metal-fabric construction, provisions for safety or ferry pilot. Flown with or without pilot.
6	XPQ-14C CULVER	-	-	27	XPQ-14 redesignated XPQ-14C with change from XO-300-3 engine to XO-300-9. Flown with or without pilot.
7	XPQ-15 CULVER	AC-5170	4	37	Radio controlled aerial target powered with (1) XO-425-3 engine. Flown with or without pilot.
8					
9					
10					
11	NOTES:				

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XR-1 & A YR-1A PLATT-LEPAGE	AC-15375 PD-4609	1 1	X-417-1	Twin-3 bladed rotors, 2 place observation helicopter powered with R-985-21 engine (XR-1) and R-985-AN-1 engine in XR-1A and YR-1A. The XR-1A like XR-1 with minor improvements, SCR-183 and 2 place interphone RC-27.	1
XR-2 KELLET	AC-9672	1	XC-417-2	YG-1C, model KD-1 autogyro modified and redesignated XR-2. Powered with Jacobs R-915-1 engine, rotor drive system modified and other refinements.	2
XR-3 KELLET	AC-9672 AC-16674	1 1	-	Modified YG-1B autogyro with flexible pylon mount, Jacobs R-755-3, improved rotor starter and a feathering rotor system. Utilizes a fixed hub, varying angle of incidence of blades in phases for control; also incorporates a collective angle of incidence control for jump take-off.	3
XR-4 VOUGHT-SIKORSKY	AC-15967	1 0	X-417-4	Two place, side-by-side helicopter model VS-316. Power transmitted to main and 3 auxiliary rotors by a gear and shaft transmission. Basic provisions for carrying external litter or bomb racks. Submerged Warner R-500-3 engine to rear of cabin. (Redesignated XR-4C).	4
YR-4A & B-SI R-4B-SI	AC-29005 AC-41023	29 100	-	YR-4A: model VS-136A like XR-4 except R-500-1 engine. (26 redesignated YR-4B). The YR-4B: similar to YR-4A except provisions for external litter and bomb racks. R-4B: production model of YR-4B with all models except 1st. (3) having R-550-3 engines. Accommodates 3 X 100 lb. bombs.	5
XR-4C VOUGHT-SIKORSKY	AC-15967	1	-	XR-4 model redesignated XR-4C by change to Warner R-550-1 engine and 38 ft. rotor in lieu of 36 ft. rotor.	6
XR-5 & A-SI YR-5 & A-SI R-5A & B-SI	AC-41023 AC-29845	450 40 5	X-417-6A	XR-5: model VS-327, 2 place seated in tandem in nose covered largely with transparent plastic, provisions for 2 litters on each side and 2 X 325 lb. depth bombs or 6 X 100 lb. bombs. YR-5: service test model of XR-5. The XR-5A: same as XR-5 except special British equipment. YR-5A: service test model of XR-5A: The R-5A is production model of YR-5A and XR-5A. The R-5B is production model of YR-5. (Project cancelled).	7
YR-5C-SI YR-5D-SI	MODIFIED YR-5A AC-41023	- 20	-	Similar to YR-5A except R-1340 engine, tricycle landing gear, two tail rotors one vertical and one horizontal, redesigned forward cabin which accommodates 1 pilot, 1 attendant and 2 patients in litters with rescue hoist, or 2 pilots and 3 passengers, or pilot and 600 to 800 lb. cargo.	8
XR-6(SI) R-6B-NK	AC-35340 AC-40217	1 0 100 0	XR-417-7	XR-6: model VS-316B, 2 place side-by-side: Lycoming O-435-7 engine: single main rotor with auxiliary tail rotor rotating vertically; provisions for 2 litters or 2 X 325 lb. depth bombs or 4 X 100 lb. bombs; either wheel or float type alighting gear can be used. R-6B: similar to XR-6 and same as R-6A except engine change. (None procured-redesignated R-6A).	9
XR-6A-(SI) XR-6A-NK R-6A-NK YR-6C-NK	AC-35340 AC-40217	4 5 900 219	-	XR-6A: same as XR-6 except Franklin O-405-9 engine. (Previously designated XR-7). The YR-6A is service test model of XR-6A. The R-6A is production model of YR-6A. The YR-6C is modified YR-6A accommodating 2 extra passengers Provisions for external fuel tanks.	10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XR-7 SIKORSKY	AC-35340	1 10	-	Same as XR-6 except Franklin O-405 engine. (Designation cancelled- redesignated XR-6A).	1
XR-8 & A KELLET	AC-40711	2 III	-	Two, 3 bladed rotors mounted side by side in such a manner that axes of rotation form a "V" with an included angle of 25°. Powered with Franklin O-405-9 engine. Crew of 2, side-by-side in nose, provisions for 2 X 325 lb. or 6 X 100 lb. bombs as alternate load. XR-8A has two, 2 bladed rotors in lieu of 3 bladed rotors.	2
XR-9, A & B G & A	AC-12580 AC-1708	1 2 III	X-417-12	Single place, model GA-453 with single main rotor and auxiliary tail rotor. Powered with Lycoming O-290-5 engine and 3 bladed rotor. Extra place provided in case of emergency. XR-9A same as XR-9 and XR-9B except 2 bladed rotor in lieu of 3 blades. EST. FLIGHT: SEPT. 1946	3
XR-10 KELLET	AC-5871	2 III	X-417	Two place, model XH-2X-C, two-rotor aircraft powered with Continential R-975-15 engines. Has tricycle gear, transparent nose, cargo provisions, hoist for rescue work and provisions for 4 litters or 4 passengers or 6 litters in emergency cases. EST. FLIGHT: DEC. 1945	4
XR-11 "DRAGON FLY" ROTORCRAFT	AC-12391	1 III	-	Two place, contra-rotating 3 bladed rotors, all glass nose compartment, tricycle gear, Continental O-188 engine. EST. FLIGHT: JUNE 1946	5
XR-12 YR-12 BELL	AC-13989 AC-13989	3 10 III	-	Model 48, two bladed "see-saw" type main rotor and anti-torque rotor on end of tail boom. Powered with R-1340-53H-2 engine. A gyroscopic action stabilizer bar is used to improve stability. R-985 engine originally used. provisions for 3 passengers. (3 out of 13 were redesignated from YR-12 to XR-12). EST. FLIGHT: AUG. 1946	6
YR-13 BELL	AC-14081	28 III	-	Model 47, two bladed "see-saw" type main rotor and tail rotor. Powered with Franklin 6 ALV-315 engine. Gyroscopic action stabilizer bar is used to improve stability. Sedan-type forward cabin with excellent visibility. EST. FLIGHT: JUNE 1946	7
XR-14 G & A	AC-14822	3 III	-	Single engine, two place, liaison type aircraft. It is powered by one modified Continental XO-470-1 fan cooled, supercharged engine. Three bladed main rotor. Provisions are made for a crew of two consisting of a pilot and observer seated in tandem in the nose. Control is obtained through cyclic and collective pitch variation.	8
XR-15 BELL	AC-14821	3 III	-	A two place, side by side liaison helicopter with a single, two bladed, semi-rigid type main rotor and a two bladed vertical tail rotor. Powered with a modified Continental XO-470-3 engine. Gross weight 2713 lb.	9
					10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
AT-6-NA "TEXAN"	AC-12969	637 94	C-901-4	All metal, 2 place, low wing monoplane, model NA-55, same as BC-1A except substitution of radio equipment. Powered with R-1340-47 engine. Carries 2 -.30 cal. guns. 1st FLIGHT: OCT. 1939	1
AT-6A-NA "TEXAN"	AC-12969 AC-15977	600 1432 1032	C-901-3	Model NA-78 similar to AT-6 except R-1340-49 engine, new center section. (400 converted as AT-6B; 150 redesignated as Navy SNJ-3). T.C. 01-60FC-1	2
AT-6B,C,D,F(NA) "TEXAN"	AC-15977 AC-19192 AC-3159	400 4810 3856 1200 0	AC-29317 2400 AC-1909 2179 1756	AT-6B: model NA-84 with R-1340-AN-1 engine, additional .30 cal. gun and provisions for 4 X 100 lb. external wing bombs. AT-6C: similar to AT-6A with minor changes. AT-6D: like AT-6C except 24 V. electrical system in lieu of 12 V. AT-6F: similar to AT-6D except guns and bomb shackles deleted, permanent rear seat added, canopy changed, wing structure redesigned. T.C. 01-60FC-1;FE-1;FF-1	3
XAT-6E (NT) "TEXAN"	MODIFIED AT-6D	1	-	One AT-6D modified to test Ranger XV-770-9 engine for a high altitude trainer.	4
AT-7-BH AT-7,A,B,C "NAVIGATOR"	AC-15061 AC-19190 AC-30433 AC-19608	57 120 1 234 120	AC-24998 850 691 AC-15560 150 0 AC-15941 191 0	AT-7 similar to C-45 and F-2 series. (Commercial Model 18) R-985-AN-1 engines. AT-7A designation originally intended for wooden trainer subsequently redesignated AT-10. AT-7A designation applied to modified AT-7's. AT-7B like AT-7 winterized, R-985-25 engine. AT-7C stressed to higher load factors. T.C. 01-90KA-1 1st ACCEPTANCE: FEB. 1941	5
AT-8-CE "BOBCAT"	AC-15155	33	R-710-1	Model T50T, 2 place, low wing cabin monoplane similar to C-78. Used as transition trainer. Powered with Lycoming R-680-9 engines. T.C. 01-125KA-1 1st ACCEPTANCE: FEB. 1941	6
AT-9 & A-CU	AC-15707 AC-16007 AC-26982	150 341 300	R-711-18	Model 25, (2) place, low wing monoplane with retractable landing gear, AT-9: has Lycoming R-680-9 engine. AT-9A: same as AT-9 except R-680-13 engine, smaller prop diameter and minor changes. T.C. 01-25K-1 1st ACCEPTANCE: SEPT. 1941	7
AT-10 (BH,GF) "WICHITA"	AC-15944 AC-19632 AC-15580 AC-24980	191 1530 1430 150 600	ORDER AS AT-7A - - ORDER AS AT-7 -	Beech Model 26, plywood trainer originally designated AT-7A. Designation changed to AT-10 to avoid confusion between designs. R-680-9 engines. 2 place side-by-side transitional trainer. T.C. 01-90RS-1 1st ACCEPTANCE: NOV. 1941	8
AT-11 & A (BH) "KANSAN"	AC-15944 AC-19608	150 1736 1302	712-1A	Model C-185, similar to AT-7. Bombardment trainer version designated AT-11 with R-985-AN-1 engines. Navigational trainer version designated AT-11A with R-985-AN-1 engines. T.C. 01-90KC-1 1st ACCEPTANCE:AUG. 1941	9
AT-12 "GUARDSMAN" REPUBLIC	REQUISITIONED FROM SWEDISH GOVT.	50	C-107-SW	Two place version of P-35A modified to meet AAF requirements. Requisitioned from Swedish Government. T.C. 01-65BA-1 1st ACCEPTANCE: NOV. 1940	10

NOTES: AT-6B: SPEC. NO. C-901-6A
AT-6C: SPEC. NO. C-901-7A
AT-6D: SPEC. NO. C-109
AT-6F: SPEC. NO. C-109
AT-7: SPEC. NO. R-709-3A
AT-10: SPEC. NO. R-709-2A

11

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XAT-13 AT-13-FA "YANKEE DOODLE"	AC-18565 AC-25806	1 400 0	713-2A -	Model M-77, plywood duramold construction, 4 to 6 place bombardier trainer powered with R-1340-AN-1 engines. Provisions for 1-.30 cal. gun in power operated turret and 10 X 100 lb. bombs. AT-13 project cancelled and redesignated AT-21. ACCEPTANCE: NOV. 1943	1
XAT-14 & A "YANKEE DOODLE" FAIRCHILD	AC-18565	1	713-6	Model M-77R, similar to XAT-13. XAT-14: powered with Ranger V-770-1 engines; provisions for 1-.30 cal. gun in power operated turret and 10 X 100 lb. bombs. XAT-14A: modified XAT-14 with V-770-3 engines and removal of gun turret. ACCEPTANCE: MAR. 1944	2
XAT-15 (BW) AT-15 (BW,BL,MC) "CREWMAKER"	AC-25601 AC-18967 AC-20858 AC-24609	360 0 2 325 0 360 0	713-1	Model X-120E7, similar to XAT-13 model except increase in fuel. AT-15 project cancelled and redesignated AT-21.	3
AT-16-ND "HARVARD II"	AC-31737 DA-215	1000 700 800	715-1B	Similar to AT-6 except changes in equipment. Powered with R-1340-AN-1 engine. Provisions for 1-.30 cal. gun and 8 X 12 lb. bombs. Built in Canada and procured for British. T.O. 01-155AA-1 — 1ST ACCEPTANCE: MAY 1942	4
AT-17-CE "BOBCAT"	AC-20300	1105 450	-	Model T50T, similar to AT-8 model except Jacobs R-755-9 engine, deletion of automatic-pilot and minor structural changes. Hamilton Std. props. T.O. 01-125-1 — 1ST ACCEPTANCE: NOV. 1942	5
AT-17-CE A,B,C,D,E,F, G,H "BOBCAT"	AC-20300 DA-785 AC-30827	466 550 223 700 60	-	AT-17A: like AT-17 except Hartzell wooden props and minor changes. AT-17B: similar to AT-17A except minor changes. AT-17C: like AT-17A except radio change. AT-17D: similar to AT-17C except provisions to carry 3 passengers. AT-17E,F,G,H like AT-17,A,B,C respectively except change to 5300 lb. wing in lieu of 5700 lb. wing. T.O. 01-125-1	6
AT-18 & A (LO) "HUDSON"	AC-22346	300	-	AT-18 model similar to A-29A, modified as gunnery trainer and tow target plane, powered with R-1820-57 engines, Ham. Std. hydromatic props and carries 2-.50 cal. guns in power operated turret. AT-18A: like AT-18 except guns deleted and modified as navigational trainer. 1ST ACCEPTANCE: DEC. 1942	7
AT-19-VW "RELIANT"	AC-34405	500	-	Model V-77, 3 place, fabric covered monoplane without armament. Powered with R-680-13 engine and Hamilton Std. constant speed props. T.O. 01-50AA-1 — 1ST ACCEPTANCE: NOV. 1942	8
AT-20-FD "ANSON"	AC-40195	50	-	English model Avro Anson XI or II, 4 place model, powered with Jacobs R-915-7 engines and Standard Steel, fixed pitch props. Provisions to carry 200 lb. of bombs. 1ST ACCEPTANCE: SEPT. 1942	9
AT-21 (FA,MC,BL) "GUNNER"	AC-25601 AC-24609 AC-25806	360 30 360 35 725 105	-	Model M-77R, similar to XAT-13. Used as gunnery trainer with Ranger V-770-11 or -12 engines. 3-.30 cal. guns but no bombs. (Originally assigned AT-13 and AT-15 designations which were cancelled in favor of AT-21 model). T.O. 01-115AA-1 — 1ST ACCEPTANCE: SEPT. 1942	10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
AT-22-CF	AC-18723	5	-	B-24D-CF models modified as trainers for aerial engineers in the operation of B-29 power plants. (Designation discontinued and redesignated TB-24D). 1st ACCEPTANCE: JUNE 1943	1
AT-23A-MA AT-23B-MO	DA-1049 AC-31733 AC-19342 AC-38728	99 109 324 26	-	B-26B-MA and B-26C-MO models modified as tow target trainers. (Designations discontinued and redesignated TB-26B and TB-26C). 1st ACCEPTANCE: JULY 1945	2
AT-24A & D (NC) AT-24B & C (NA)	-	-	-	Some B-25D & J-NC and B-25G & C-NA models modified as trainers. (Designations discontinued and redesignated TB-25A, B, C & D).	3
					4
					5
					6
					7
					8
					9
					10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
XBT-12 BT-12 "SOPHOMORE" FLEETWING	AC-12728 AC-20857	1 200 24	X-705-1A H-44	XBT-12: model (DESIGN 23), 2 place, stainless steel, retractable landing gear, sliding canopy cockpit, R-985-25 engine. BT-12: similar to XBT-12 except R-985-AN-1 engine and forward portion of fuselage of steel tubing construction. T.O. 01-130BA-1 1st FLIGHT: DEC. 1940	1
BT-13 (VU,VW) BT-13,A,B "VALIANT"	AC-13219 AC-15569 AC-19042 AC-24630	300 2500 2070 2900 2580 1057	AC-31363 3300 2025 AC-37821 1250 650	BT-13: similar to BC-3 except fixed landing gear, R-985-25 or -27 engine, minor structure differences. 2 place, model 54B. BT-13A: like BT-13 except R-985-AN-1 or -3 engine and minor changes. BT-13B: identical to BT-13A except R-985-25 engine and 24 V. electrical system. Models 74D and G. T.O. 01-50BA-1: BC-1: 9D-1.	2
BT-14 & A (NA)	AC-13320	251	R-706-2A	BT-14: essentially a BT-9 with modifications including 6 in. longer fuselage, tail section similar to BC-1A, R-985-25 or -27 engine. (27 redesignated BT-14A with engine change). BT-14A: like BT-14 except change to R-985-11A. Model NA-58. T.O. 01-60AA-1	3
BT-15 & A (VU) "VALIANT"	AC-15569 AC-19042 AC-24630	430 320 943	R-706-7	BT-15: similar to BT-13A except change to R-975-11 engine. (371 later redesignated BT-13A). BT-15A: same as BT-15 except change to R-975-13 engine and 24 V. electrical system. (None procured). Model 74A. T.O. 01-50BA-1	4
XBT-16 VIDAL RESEARCH CORP.	AC-12714	1	101	Plastic-bonded plywood duplicate of BT-13A built by Bristol Aircraft Division Universal Moulded Products Corp. (Bristol Model 23). No production models produced, but plywood parts produced for BT-13's.	5
XBT-17 STEARMAN	AC-23157	1	R-706-5	Low wing monoplane powered with R-985-AN-1 engine. Wood-metal-fabric construction. Radio to be installed after delivery to AAF.	6
					7
					8
					9
					10
NOTES: BT-15 : SPEC. NO. A-706-1A BT-13A: SPEC. NO. A-704-3C					11

THREE VIEWS

MODEL DESIGNATION

DATE 1 JUNE 1946

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
BC-1-NA	AC-9964	180 147	98-900-1A	Similar to BT-9. Two place, model NA-86 powered with R-1340-47 engine and Hamilton Std. constant speed props. Has one fixed and one flex. cal. 30 gun, provisions for photo equipment. (30 redesignated as BC-1i). T.O. 01-60FA-1	1
BC-1A,B,NA BC-1i	AC-12969 AC-9964	177 0 30	C-901-1A 98-900-1	Similar to BC-1 except new wing with integral fuel tanks giving fuel increase; BC-2 type tail and rear fuselage structure change. (94) BC-1A converted as AT-6. One BC-1B like BC-1A with type AT-6A wing center section and landing gear: fuel reduction. BC-1i like BC-1 with rear cockpit equipped for instrument flying. Model NA-55. T.O. 01-60FC-1	2
BC-2-NA	AC-9964	2	98-900-3	Similar to BC-1 except R-1340-45 engine, Hamilton Std., 3 bladed prop in lieu of 2 blades. Fuel system like BC-1A. Model NA-54A.	3
YBC-3 VULTEE	AC-12949	1	C-901-2	Low wing, all metal prototype model of conventional design with retractable landing gear and two-space full cantilever wing. Powered with R-1340-45 engine. Model BC-5i.	4
					5
					6
					7
					8
					9
					10
NOTES:					11

THREE VIEWS

MODEL DESIGNATION

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
PT-13 (BW,ST) PT-13,A,B,C,D "KAYDET"	AC-7864 AC-9099 AC-13244 AC-19041	26 92 225 318	98-1755-A-1A 98-700-1A R-707-1 R-707-5	Two place biplane, model 75 powered with Lycoming R-680's. PT-13: has R-680-5 engine. PT-13A: similar to PT-13 except R-680-7 engine and minor changes. PT-13B: similar to PT-13A except R-680-11 engines. (6) redesignated PT-13C. PT-13C: same as PT-13B with special "night flying" equipment. PT-17D: similar to PT-13C except R-680-17 engine and AN revised system for "night flying". T.O. 01-70AA-1 1ST PRODUCTION: JUNE 1936	1
XPT-14 PT-14 (YPT-14) PT-14A WACO	PO-5421 AC-12611 DA-2513	1 13 1	-	Model UPF-7, 2 place, wood-metal-fabric construction biplane. XPT-14: has Continental R-670-3 engine and direct cranking starter. YPT-14 redesignated PT-14 same as XPT-14 except hand inertia starter and improved landing gear. PT-14A: like PT-14 except R-670-6A engines and minor changes. T.O. 01-105GA-1	2
XPT-15 PT-15 (YPT-15) ST. LOUIS	PO-5460 AC-12610	1 13	703-2	Model PT-1W, 2 place, all metal biplane powered with Wright R-760-1 engines. YPT-15 redesignated PT-15, same as XPT-15 except instruments are AAF standard. T.O. 01-95GA-1	3
XPT-16 PT-16 (YPT-16) RYAN	PO-5607 AC-12652	1 15	R-703-9	Model STA-1, 2 place, low wing, wire braced monoplane with one additional reinforcing strut on each side of fuselage. XPT-16 and YPT-16 have Menasco L-365-1. YPT-16 redesignated PT-16A with change to Kinner R-440-1 engine.	4
PT-17-BW PT-17,A,B,C "KAYDET"	AC-13244 AC-19041 AC-15923	375 3400 2000 1144	R-707-20	PT-17: basically same as PT-13A with Continental R-670-5 engine. (12 redesignated PT-17A). PT-17A: converted PT-17 for "night flying". PT-17B: like PT-17A with R-670-3 or -4 or -11 engine, used for mosquito control in swamp lands. PT-17C: similar to PT-17 except standardized AN equipment. T.O. 01-70A-1	5
PT-18 & A (BW)	AC-13244	150	R-707-3	PT-18: basically same as PT-13A except change to Jacobs R-755-7 engines. (6 redesignated PT-18A). PT-18A: converted PT-18 for "night flying". T.O. 01-70AB-1	6
PT-19-FA PT-19A(FA,AE,SL) PT-19B (FA & AE) "CORNELL"	AC-13318 AC-15519 AC-19039 AC-24191 AC-25031	270 673 672 800 898 200 225	AC-26611 (44) GIFT (5) AC-29756 1000 395 AC-29835 1450 180	Model M-62, 2 place low wing monoplane of wood-steel-fabric construction and powered with Ranger L-440-1 engine. PT-19A: like PT-19 except minor changes to G.F.E. (6 converted as PT-19B). PT-19B: converted PT-19A for "night flying", some PT-19B's equipped for "blind flying". T.O. 01-115G-1 & 01-115GA-1 1st FLIGHT: 1939	7
PT-20,A,B (RY)	AC-13316 AC-15566	30 773 0	R-703-5 R-703-10	Similar to PT-16 except for cockpit alteration and minor changes. PT-20: powered with Menasco L-365-1. (27 converted to PT-20A, (3) converted to PT-20B). PT-20A: same as PT-20 except Kinner R-440-1 engine. PT-20B:same as PT-20A except Menasco D-4 engine. (None in service).	8
PT-21-RY PT-22,A,C (RY) "RECRUIT"	AC-15566 AC-15566 AC-19040 NEI	100 575 450 25	R-703-8	PT-21: development of PT-20 with longer and wider fuselage and simplified landing gear, powered with Kinner R-440-3 engine. (All PT-21 models converted to PT-22 with engine change). PT-22: basically same as PT-21 with Kinner R-540-1 engine. PT-22A: like PT-22, allocated to Dutch. PT-22C: like PT-22 with service conversion to R-540-3 engines.	9
XPT-23 PT-23 & A (FA,AE,FE,SL,HO) "CORNELL"	AC-15519 AC-19039 AC-25031 AC-26611	1 2 600 375 700 309	AC-29756 100 0 AC-26981 600 349 AC-30109 600 93	XPT-23: similar to PT-19A except Continental R-670-5 engine. PT-23: similar to PT-19A except Continental R-670-4 engine. PT-23A: redesignated PT-23's with electrical system change, removal of "night flying" equipment and other minor changes. T.O. 01-115GA-1	10
NOTES: PT-19 : SPEC. NO. R-703-4A PT-19A: SPEC. NO. R-703-7C PT-19B: SPEC. NO. R-703-13				PT-23: SPEC. NO. R-703-12A	11

THREE VIEWS

MODEL DESIGNATION

AIRCRAFT MODEL & MFGR.	CONTRACT NUMBER	QUANTITY	SPEC. NUMBER	DESCRIPTION	LINE
PT-24-DH "TIGER MOTH"	DA-230	200	DA-714-1	Denavilland "TIGER MOTH", single bay, fabric covered bi-place, tandem cockpits. Powered with "Gipsy Major" engine. Built in Canada for AAF. Model DH-82C.	1
YPT-25 RYAN	AC-21204	5	714-2	Low wing monoplane, model ST-4, 2 place. Powered with Lycoming O-435-1 engine; Wickshire-Spencer or Sensenich wooden prop. Equipped for "blind" and "night flying" instruction.	2
PT-26-FA PT-26A,B (FE) "CESSNELL"	AC-30109 AC-40057 DA-802 AC-41303 AC-30110	390 250 400 270 2300 4417	DA-R-703-11A	PT-26: similar to PT-19 except Ranger L-440-3 engine, cockpit heater, "blind flying" equipment and minor changes. PT-26A: like PT-26 except L-440-7 engine, change from G.F.E. to C.F.E. and minor changes. PT-26B: same as PT-26A except minor changes. Model M-62A-4. T.O. 01-115GA-1	3
PT-27-BW	AC-19041	300	R-707-4	Similar to PT-17 except addition of cockpit enclosure and heater, "blind" and "night flying" equipment and minor changes. Powered with Continental R-670-5 engine. Model D-75K-1.	4
					5
					6
					7
					8
					9
					10
NOTES:					11