

GRASSHOPPER Series

Due to the wide variety of variants and high production numbers, this database is limited to military production only and does not cover the civil or foreign development of these light aircraft types.

The L-2 is based on the civil Taylorcraft Model B and D.

The L-3 is based on the civil Aeronca Model 65 Chief / Defender and Model 7BC / 7EC Champion.

The L-4 is based on the civil Piper Models J-3 Cub, J-4 Cub Coupe, J-5 Cub Cruiser, PA-11 Cub Special and PA-18 Super Cub.

The L-6 is based on the civil Interstate Model S-1 Cadet.

GRASSHOPPER Series SERVICE

Taylorcraft L-2 Grasshopper

Manufacturer: Taylorcraft Aviation Corp., Alliance, Ohio, USA
Models: B, D, ST-100
Designations: L-2; C-95, O-57, TG-6, TG-33, LNT
Name: Grasshopper

First official flight: YO-57 1941
Factory production period: 1941 – 1944
Primary service period: 1941 –
Last official flight: - -

Aeronca L-3 Grasshopper

Manufacturer: The Aeronca Aircraft Corp., Middletown, Ohio, USA
Models: 65, 7BC, 7EC
Designations: L-3; L-16, O-58, TG-5, LNR
Name: Grasshopper

First official flight: YO-58 1941
Factory production period: 1941 –
Primary service period: 1941 –
Last official flight: - -

Piper L-4 Grasshopper

Manufacturer: The Piper Aircraft Corp., Lock Haven, Pennsylvania, USA
Models: J-3, J-4, J-5, PA-11, PA-18
Designations: L-4; C-83, L-14, L-18, L-21, O-59, TG-8, U-7, AE, HE, LNP, NE
Names: Grasshopper; Cub (L-18), Super Cub (L-18, L-21)

First official flight: YO-59 1941
Factory production period: 1941 –
Primary service period: 1941 –
Last official flight: - -

Interstate L-6 Grasshopper

Manufacturer: Interstate Aircraft & Engineering Corp., El Segundo,
California, USA

Model: S-1

Designations: L-6; L-8, O-63

Name: Grasshopper

First official flight: XO-63 1942

Factory production period: 1942 – 1943

Primary service period: 1942 – 1945

Last official flight: L-6 1945

GRASSHOPPER Series VARIANTS

Taylorcraft L-2 Grasshopper

1941	Model D	YO-57 (L-2)	4	
1941	Model D	O-57 (L-2)	20	
1942	Model D	O-57A (L-2A)	476	
1942	Model D	L-2B	490	
1942	Model D	L-2M	900	
1942	Model ST-100	TG-6	253	
1943	Model D	LNT-1	25	<u>Total: 2168</u>

Aeronca L-3 Grasshopper

1941	Model 65TC	YO-58 (L-3)	4	
1941	Model 65	O-58A (L-3A)	20	
1942	Model 65	O-58B (L-3B)	875	
1942	Model 65	L-3C	490	
1942	Model 65	TG-5	250	Total: 1639
1947	Model 7BC	L-16A	509	
1948	Model 7EC	L-16B	100	Total: 0609
				<u>Total: 2248</u>

Piper L-4 Grasshopper

1941	Model J-3C-65	YO-59 (L-4)	4	
1941	Model J-3C-65	O-59 (L-4)	40	
1942	Model J-3C-65	O-59A (L-4A)	948	
1942	Model J-3C-65	L-4B	980	
1943	Model J-3C-65	L-4H	1801	
1944	Model J-3C-65	L-4J	1680	
1942	Model J-3C-65	TG-8	250	
1942	Model J-5C	HE-1	100	
1942	Model J-3C-65	NE-1	230	
1942	Model J-3C-65	NE-2	20	Total: 6053

1945	Model J-3C-65	YL-14	5	
1945	Model J-3C-65	L-14	8	
1949	Model PA-11	L-18B	105	
1949	Model PA-18	L-18C	839	
1951	Model PA-18	YL-21	2	
1952	Model PA-18	L-21A	150	
1953	Model PA-18	L-21B	584	
1951	Model J-5A	L-4F	6	Total: 1699

Total: 7752

Interstate L-6 Grasshopper

1942	Model S-1-B	XO-63 (XL-6)	1	
1942	Model S-1-B1	L-6	250	
1942	Model S-1-A	L-8A	8	Total: 0259

Grand Total: 12427

L-2 PRODUCTION

YO-57

*Prototype single-engined, 2-seater
observation aircraft for the US Army.
Later redesignated as O-57, then L-2.
produced 1941*

Taylorcraft Alliance, Ohio

42-452 / 42-455 4008 / 4011 4 **Total: 0004**

O-57

*As YO-57, minor changes.
Redesignated as L-2 in 1942.
produced 1941*

Taylorcraft Alliance, Ohio

42-7773 / 42-7792 mixed 4045 to 4066 20 **Total: 0020**

O-57A

*As O-57, modified cabin / wings.
Redesignated as L-2A in 1942.
produced 1942 – 1943*

Taylorcraft Alliance, Ohio (TA)

42-15073 / 42-15158 4200 / 4285

42-35825 / 42-36074 4286 / 4535

42-38498 / 42-38537 -

43-25754 / 43-25853 - 476 **Total: 0476**

L-2B

*As L-2A, equipment upgrade.
produced 1942 – 1943*

Taylorcraft Alliance, Ohio (TA)

43-001 / 43-490 - 490 **Total: 0490**

L-2M

As L-2A, modified engine cowlings,
wing spoilers.

produced 1943 – 1944

Taylorcraft Alliance, Ohio (TA)

43-25854 / 43-26753 -

900 **Total: 0900**

TG-6

As L-2, 3-seater training-glider version
with modified cabin in place of engine.

produced 1942

Taylorcraft Alliance, Ohio (TA)

42-58561 / 42-58810 -

- 7 to USN as **XLNT-1**,

BuNo. 67800 / 67806.

43-12496 / 43-12498 -

- 3 to USN as **XLNT-1**,

BuNo. 36428 / 36430.

253 **Total: 0253**

LNT-1

As TG-6, version for US Navy.

produced

Taylorcraft Alliance, Ohio (T)

BuNo. 87763 / 87787 -

25 **Total: 0025**

Total: 2168

L-2 CONVERSIONS & TRANSFERS

US Army

1942, civil aircraft impressed from commercial / private owners:

(Model DC65)	L-2C Assigned s/n: 43-2860, 43-2862 / 43-2866, 43-2868 / 43-2873, 43-2901.	13
(Model DL65)	L-2D Assigned s/n: 43-2902.	1
(Model DF65)	L-2E Assigned s/n: 43-2859, 43-2861, 43-2867, 43-2890 / 43-2892, 43-2903 / 43-2906.	10
(Model BL65)	L-2F Assigned s/n: 42-79556, 43-2881 / 43-2883, 43-2889, 43-2893, 43-2908. - First s/n originally designated UC-95 .	7
(Model BFT65)	L-2G Assigned s/n: 43-2888, 43-2907.	2
(Model BC12-65)	L-2H Assigned s/n: 43-2874, 43-2879, 43-2880, 43-2885, 43-2886, 43-2895 / 43-2897, 43-2900.	9
(Model BL12-65)	L-2J Assigned s/n: 43-2875 / 43-2877, 43-2898, 43-2899.	5
(Model BF12-65)	L-2K Assigned s/n: 43-2878, 43-2884, 43-2887, 43-2894.	4
(Model BF50)	L-2L Assigned s/n: 42-79559.	1 Total: 52

XTG-33 **1** TG-6, 1945, prototype with prone station for pilot.

L-3 PRODUCTION

YO-58

*Prototype single-engined, 2-seater
observation aircraft for the US Army.
Later redesignated as O-58, then L-3.
produced 1941
Aeronca Middletown, Ohio
42-456 / 42-459 -*

4 Total: 0004

O-58 (L-3) – S/n: 43-2809 / 43-2858 transferred to civil impressions.

O-58A

*As O-58, wider fuselage, larger windows.
Redesignated as L-3A in 1942.
produced 1941
Aeronca Middletown, Ohio
42-7793 / 42-7812 -*

20 Total: 0020

O-58B

*As O-58A, equipment upgrade.
Redesignated as L-3B in 1942.
produced 1942 – 1944
Aeronca Middletown, Ohio (AE)
42-14713 / 42-14797 -
42-36075 / 42-36324 -
42-38458 / 42-38497 -
43-26754 / 43-27253 -*

875 Total: 0875

L-3C

*As L-3B, no radio. Original
s/n: 42-60281 / 42-60770.
produced 1942 – 1943
Aeronca Middletown, Ohio (AE)
43-1471 / 43-1960 -*

490 Total: 0490

TG-5

*As L-3, 3-seater training-glider version
with modified cabin in place of engine.
produced 1942
Aeronca Middletown, Ohio (AE)
42-57229 / 42-57478 -
- 3 to USN as **XLNR-1**,
BuNo. 36422 / 36424.
3 (43-12493 / 43-12495), additional airframes cancelled.*

250 Total: 0250

L-16A

*As L-3, post-WWII version with
engine upgrade, minor changes
for the USAAF.
produced 1947
Aeronca Middletown, Ohio (AE)
47-788 / 47-1296 -*

509 Total: 0509

L-16B

*As L-16A, engine upgrade,
dorsal fin.*

produced 1948

Aeronca Middletown, Ohio (AE)

48-424 / 48-523

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100 **Total: 0100**

Total: 2248

L-3 CONVERSIONS & TRANSFERS

US Army

1942, civil aircraft impressed from commercial / private owners:

(Model 65TF)	L-3D Assigned s/n: 43-2809 / 43-2812, 43-2814 / 43-2817, 43-2826, 43-2840 / 43-2844.	14
(Model 65TC)	L-3E Assigned s/n: 43-2818 / 43-2825, 43-2829, 43-2830, 43-2857, 43-2858.	12
(Model 65CA)	L-3F Assigned s/n: 42-78044, 43-2813, 43-2827, 43-2832, 43-2834, 43-2835, 43-2838, 43-2839, 43-2846 / 43-2856.	19
(Model 65TL)	L-3G Assigned s/n: 43-2828, 43-2831, 43-2836, 43-2837.	4
(Model 65TL)	L-3H Assigned s/n: 43-2833.	1
(Model 65TC)	L-3J Assigned s/n: 43-2845.	1 Total: 51

XTG-5 4 Prototype trainer-glider conversions, cancelled.

L-4 PRODUCTION

YO-59

*Prototype single-engined, 2-seater
observation aircraft for the US Army.
Later redesignated as **O-59**, then **L-4**.*

produced 1941

Piper Lock Haven, Pennsylvania

42-460 / 42-463 *mixed 7513 to 7530*

4 **Total: 0004**

O-59

*As YO-59, minor changes.
Redesignated as **L-4** in 1942.*

produced 1941

Piper Lock Haven, Pennsylvania

42-7813 / 42-7852 *mixed 7842 to 7883*

40 **Total: 0040**

O-59A

As O-59, larger windows.
 Redesignated as **L-4A** in 1942.
 produced 1942 – 1943

Piper Lock Haven, Pennsylvania (PI)

42-15159 / 42-15329	8278 / 8448	
42-36325 / 42-36824	8449 / 8948	
42-38380 / 42-38457	8949 / 9026	
43-29048 / 43-29246	10339 / 10537	948

Total: 0948

L-4B

As L-4A, no radio. Plus 1 civil
 impressed, s/n: 43-36604.
 produced 1942 – 1943

Piper Lock Haven, Pennsylvania (PI)

43-491 / 43-1470	9352 / 10331	
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980 **Total: 0980**

L-4H

As L-4B, equipment upgrade, fixed-pitch
 prop. Some to USMC, no s/n change.
 produced 1943 – 1944

Piper Lock Haven, Pennsylvania (PI)

43-29247 / 43-30547	10538 / 11838	
44-79545 / 44-80044	11841 / 12340	

1801 **Total: 1801**

L-4J

As L-4H, variable-pitch prop.
 produced 1944 – 1945

Piper Lock Haven, Pennsylvania (PI)

44-80045 / 44-80844	12341 / 13140	
45-4401 / 45-5200	13141 / 13940	
45-55175 / 45-55254	13941 / 14020	

1680 **Total: 1680**

270 additional airframes cancelled.

TG-8

As L-4, 3-seater training-glider version
 with modified cabin in place of engine.
 produced 1942 – 1943

Piper Lock Haven, Pennsylvania (PI)

43-3009 / 43-3258	G1 / G250	
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250 **Total: 0250**

- 3 to USN as **XLNP-1**,
 BuNo. 36425 / 36427.

3 (43-12499 / 43-12501), additional airframes cancelled.

HE-1

As L-4, Hospital version for
 US Navy, engine upgrade,
 hinged upper fuselage cover
 for stretcher requirement.
 Redesignated as **AE-1** in 1942.
 produced

Piper Lock Haven, Pennsylvania (E)

BuNo. 30197 / 30296	5-1400 / 5-1499	
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100 **Total: 0100**

NE-1

*As L-4, US Navy trainer version
with dual controls.*

produced

Piper Lock Haven, Pennsylvania (E)

BuNo. 26196 / 26425 -

230 **Total: 0230**

NE-2

As NE-1, equipment upgrade.

produced

Piper Lock Haven, Pennsylvania (E)

BuNo. 29669 / 29688 *mixed* 13931 to 13974

20 **Total: 0020**

10 additional airframes cancelled.

YL-14

*As L-4, prototype 3-seater version,
engine upgrade.*

produced 1945

Piper Lock Haven, Pennsylvania (PI)

45-55525 / 45-55529 5-3001 / 5-3005

5 **Total: 0005**

L-14

As YL-14, minor changes.

produced 1945

Piper Lock Haven, Pennsylvania (PI)

45-55530 / 45-55537 5-3006 / 5-3013

8 **Total: 0008**

837 additional airframes cancelled.

L-18A – Development of the L-4J for export, no orders.

L-18B Cub

*Military export version of the Model
PA-11 Cub Special for Turkish Army.*

produced 1949

Piper Lock Haven, Pennsylvania (PI)

49-2774 / 49-2878 11-1249 / 11-1353

105 **Total: 0105**

L-18C Super Cub

*Military version of the Model PA-18
Super Cub for the US Army. 243*

*also used in civil flying schools
with civil registrations.*

produced 1950 – 1954

Piper Lock Haven, Pennsylvania (PI)

50-1745 / 50-1812 18-401 / 18-468

51-15272 / 51-15329 18-969 / 18-1026

51-15330 / 51-15653 18-1330 / 18-1653

52-2376 / 52-2539 18-1976 / 18-2139

53-4665 / 53-4848 18-3065 / 18-3248

54-719 / 54-758 18-3419 / 18-3458

55-4749 18-4470

839 **Total: 0839**

- Designated as PA-11 Super Cub.

YL-21 Super Cub

PA-18 Super Cub for US Army evaluation.

produced 1951

Piper Lock Haven, Pennsylvania (PI)

51-6495, 51-6496 18-749, 18-750 2 **Total: 0002**

L-21A Super Cub

As YL-21, engine upgrade.

produced 1951

Piper Lock Haven, Pennsylvania (PI)

51-15654 / 51-15803 *mixed* 18-550 to 18-968 150 **Total: 0150**

L-21B Super Cub

As L-21A, engine upgrade.

Redesignated as U-7A in 1962.

produced 1952 – 1955, 1961

Piper Lock Haven, Pennsylvania (PI)

52-6220 / 52-6294 18-2520 / 18-2594

53-3738 / 53-3784 18-2738 / 18-2784

- 47 to Japan.

53-4849 / 53-4877 18-3249 / 18-3277

53-7718 / 53-7779 18-3318 / 18-3379

- 62 to Italy.

54-2309 / 54-2663 18-3509 / 18-3863

54-2826 / 54-2835 18-4226 / 18-4235

55-4578 / 55-4581 18-5478 / 18-5481

- 4 to Turkey.

61-2928, 61-2929 18-7724, 18-7723 584 **Total: 0584**

L-4F

As impressed L-4F, to Iran.

produced 1951

Piper Lock Haven, Pennsylvania (PI)

51-16086 / 51-16091 - 6 **Total: 0006**

Total: 7752

L-4 CONVERSIONS & TRANSFERS

US Army

ZL-4A / B 1+ L-4A / B, 1948, redesignation as obsolete.

1942, civil aircraft impressed from commercial / private owners:

(Model J-3L-65) **L-4C** 8

Assigned s/n: 42-79557, 42-79558.

- These 2 originally designated as **UC-83A**.

43-2923, 43-2925, 43-2927, 43-2932,

43-2959, 43-2967.

(Model J-3F-65) **L-4D** 5

Assigned s/n: 43-2914, 43-2924, 43-2992,

43-2995, 43-2996.

(Model J-4B) Assigned RAF s/n: DP852. 1

(Model J-4E)	L-4E	Assigned s/n: 42-79555, 43-2941, 43-2954 / 43-2958, 43-2973, 43-2974, 43-2989, 43-2990, 43-3003 / 43-3008. - First s/n originally designated UC-83B .	17
(Model J-5A)	L-4F	Assigned s/n: 42-79551 / 42-79554. - These 4 originally designated UC-83 . 42-57507, 42-107425, 43-2909, 43-2911, 43-2912, 43-2915 / 43-2920, 43-2922, 43-2926, 43-2930, 43-2931, 43-2934, 43-2935, 43-2937 / 43-2939, 43-2947, 43-2949, 43-2952, 43-2953, 43-2964 / 43-2966, 43-2968 / 43-2970, 43-2978, 43-2980, 43-2991, 43-2999 / 43-3002, 44-52988.	42
(Model J-5B)	L-4G	Assigned s/n: 43-2910, 43-2913, 43-2921, 43-2928, 43-2929, 43-2933, 43-2936, 43-2940, 43-2942 / 43-2946, 43-2948, 43-2950, 43-2951, 43-2963, 43-2971, 43-2972, 43-2975 / 43-2977, 43-2979, 43-2981 / 43-2988, 43-2994, 43-2997, 43-2998. 7 more were also impressed without s/n.	41
ZL-4K	1+	L-4J, 1948, redesignation as obsolete.	
TL-21A	1+	L-21A, trainer conversions.	
			Total: 114

Foreign Conversions

Cub Mk. I 5 L-4B, 1943, delivered to RAF for evaluation. Assigned RAF s/n: FR886 / FR889 (later: HK936 / HK939), VM286.

L-6 PRODUCTION

XO-63

*Prototype single-engined, 2-seater
observation aircraft for the US Army.
Redesignated as **XL-6** in 1942.*

produced 1942

Interstate El Segundo, California

42-15895 -

1 **Total: 0001**

L-6

As XL-6, minor changes.

10 delivered to Mexico.

produced 1942 – 1943

Interstate El Segundo, California (IN)

43-2559 / 43-2808 -

250 **Total: 0250**

L-8A

*As L-6, export version for
Bolivia, engine upgrade.*

produced 1942

Interstate El Segundo, California (IN)

42-88658 / 42-88665 -

8 **Total: 0008**

Total: 0259

FOREIGN MILITARY / CIVILIAN SERVICE

- *Many L-Bird aircraft sold to foreign armed forces both as new built or as second-hand from US stocks.*
- ***Taylorcraft Aeroplanes (England) Ltd.** was set up in the UK in 1938 and produced the L-2 as the **Auster** (1942, 2136 built) light observation aircraft. The company became **Auster Aircraft Ltd.** from 1946 and continued in the aviation business up to 1962.*
- *Many L-Birds sold on the civil market to private owners as warbirds.*