

STINSON L-5 SENTINEL

L-5 SERVICE

Manufacturer: Stinson Division, Vultee Aircraft Inc., Wayne, Michigan, USA
(In 1943, became Stinson Division, The Consolidated-Vultee Aircraft Corp., Wayne, Michigan, USA)

Model: V-76

Designations: L-5; O-62, OY, U-19

Name: Sentinel

First official flight: Model V-76 28 Jun 1941

Factory production period: 1941 – 1945

Primary service period: 1942 – 1956

Last official flight: U-19B Jul 1965

L-5 VARIANTS

Developed from the Nashville, Tennessee built civil Stinson Model V-75B, civil reg: NX27711, ff: 19 Jun 1940, itself a conversion from an earlier Stinson Model 105 Voyager. Later modified with engine upgrade as the Model V-75C.

1941	Model V-76	Model V-76	1	Total: 0001
1942	Model V-76	L-5	1813	
1944	Model V-76	L-5B	712	
1944	Model V-76	L-5C	200	
1945	Model V-76	L-5E	750	
1945	Model V-76	L-5G	115	Total: 3590
				<u>Total: 3591</u>

L-5 PRODUCTION

Model V-76

Company prototype, single-engined, 2-seater, observation-liaison aircraft for USAAF evaluation.

produced 1941

Stinson Wayne, Michigan

NX27772

-

1 **Total: 0001**

L-5

As Model V-76, minor changes.

*Original designation was **O-62**.*

*Redesignated as **U-19A** in 1962.*

produced 1942 – 1944

Stinson Wayne, Michigan (VW)

42-14798 / 42-15072

-

42-98036 / 42-99573

-

1813 **Total: 1813**

L-5A – 1942, proposed engine (Ranger) upgrade, cancelled.

L-5B

As L-5, ambulance version,
loading hatch for stretcher.

produced 1944 – 1945

Stinson Wayne, Michigan (VW)

42-99574 / 42-99735 -

44-16703 / 44-17252 -

712 **Total: 0712**

L-5C

As L-5B, rear fuselage mounting
for aerial reconn. camera.

produced 1944 – 1945

Stinson Wayne, Michigan (VW)

44-17253 / 44-17452 -

200 **Total: 0200**

L-5D – 1943, reserved project, not taken up.

L-5E

As L-5C, drooping aileron wing
for better low speeds. Last 250
delivered as **L-5E-1** with larger
wheels, better brakes. Numbers
later to **L-5G** standard.

produced 1945

Stinson Wayne, Michigan (VW)

44-17453 / 44-18202 -

750 **Total: 0750**

L-5G

As L-5E / XL-5F, 24-volt electrical
system, engine / equipment upgrade.
Redesignated as **U-19B** in 1962.

produced 1945

Stinson Wayne, Michigan (VW)

45-34911 / 45-35025 -

115 **Total: 0115**

- An additional 31 (45-35026 / 45-35056), not USAAF
delivered were completed and sold post-WW2 on
the civil market. An additional unknown number of
partial built airframes were also completed and sold
to civil customers, 1 was 45-35064.

- 1, s/n: 57-6278, to USAF 1957-1965 impressed
from a civil airframe.

Total: 3591

L-5 CONVERSIONS & TRANSFERS

USAAF

XL-5F **1** L-5B (44-17103), 1945-1947, 24-volt electrical system, radio upgrade.

US Navy / USMC

OY-1 **289** 82 L-5 / 37 L-5B / 45 L-5C / 124 L-5E, 1943-1950, transfers to the USMC.
Assigned BuNo. 02747 / 02756 (L-5) 02757 / 02788 (L-5B); 03862 / 03866
(L-5B) 03867 / 03911 (L-5C) 03912 / 03956 (L-5E) 03957 / 04020 (L-5E-1);

60460 / 60507 (L-5); 75159 / 75182 (L-5); 120442 / 120456 (L-5E-1).
1 (44-17226), additional airframe to the US Navy.

OY-2 **18** L-5G, 1945-1954, transfers to the USMC. Assigned BuNo. 120457 / 120474.
Up to 30 additional conversions starting in 1948 from **OY-1** airframes.

USCG

OY-1G **9** OY-1, 1948-1958, transfers to the USCG. Assigned USCG s/n: 3937, 4870,
4970, 5025, 5060, 8186. 3 were spares airframes: 8293, 8665, 8768. Later
upgraded with 24-volt electrical system as **OY-2G**.

British RAF

Sentinel Mk. I **40** L-5, 1944-1946, RAF transfers to the CBI Theatre.
Assigned RAF s/n: KJ368 / KJ407.

Sentinel Mk. II **60** L-5B, 1944-1946, RAF transfers to the CBI Theatre.
Assigned RAF s/n: KJ408 / KJ467.

FOREIGN MILITARY / CIVILIAN SERVICE

- *Sentinels operated by the military forces of Australia, Brazil, Nationalist China, Greece, India, Indonesia, Italy, Japan, Mexico, Pakistan, The Philippines, Poland, South Korea, Thailand and Venezuela.*
- *1 L-5E (44-17939), modified in 1948 with engine / exhaust and 5-bladed prop for experimental "stealth" observation duties.*
- *Sentinel parts support provided by Sentinel Aircraft Co. (1948-1954), after the original company was sold off.*
- *Conversions from 1955 by Clevenger Aircraft Co. to bi-plane crop-dusters.*
- *Many sold on the civil market for private use.*