

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: Model 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: Model 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: Model 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: Model S-1

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

Name: Grasshopper

First official flight: XO-63 1942

Factory production period: 1942 –

Primary service period: 1942 –

Last official flight: - -

GRASSHOPPER Series VARIANTS

Taylorcraft L-2 Grasshopper

1941	Model D	YO-57 (L-2)	4	
1941	Model D	O-57 (L-2)	20	
1941	Model D	O-57A (L-2A)	476	
1942	Model D	L-2B	490	
1942	Model D	L-2M	900	
1943	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-58 (L-3)	50	
1941	Model 65	O-58A (L-3A)	20	
1941	Model 65	O-58B (L-3B)	875	
1942	Model 65	L-3C	490	
1942	Model 65	TG-5	250	Total: 1689

1947	Model 7BC	L-16A	509	
1948	Model 7EC	L-16B	100	Total: 0609

Total: 2298

Piper L-4 Grasshopper

1941	Model J-3C-65	YO-59 (L-4)	4	
1941	Model J-3C-65	O-59 (L-4)	40	
1941	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	
1943	Model S-1-B1	L-6	250	
-	Model S-1-A	L-8A	8	Total: 0259

Grand Total: 12477

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

Taylorcraft Alliance, Ohio
42-452 / 42-455 -

4 Total: 0004

O-57

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

Taylorcraft Alliance, Ohio
42-7773 / 42-7792 -

20 Total: 0020

O-57A

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

Taylorcraft Alliance, Ohio (TA)
42-15073 / 42-15158 -
42-35825 / 42-36074 -
42-38498 / 42-38537 -
43-25754 / 43-25853 -

476 Total: 0476

L-2B

As L-2A, equipment upgrade. produced

Taylorcraft Alliance, Ohio (TA)
43-001 / 43-490 -

490 Total: 0490

L-2M

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

produced

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

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**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	1 <u>Total: 52</u>

Assigned s/n: 42-79559.
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*

Aeronca Middletown, Ohio
42-456 / 42-459 -

4 Total: 0004

O-58

*As YO-58, minor changes.
Redesignated as L-3 in 1942.
produced*

Aeronca Middletown, Ohio
43-2809 / 43-2858 -

50 Total: 0050

O-58A

*As O-58, wider fuselage, larger windows.
Redesignated as L-3A in 1942.
produced*

Aeronca Middletown, Ohio
42-7793 / 42-7812 -

20 Total: 0020

O-58B

*As O-58A, equipment upgrade.
Redesignated as L-3B in 1942.
produced*

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*

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*

Aeronca Middletown, Ohio (AE)
42-57229 / 42-57478 -

250 Total: 0250

- 3 to USN as **XLNR-1**,
BuNo. 36422 / 36424.

3 (43-12493 / 43-12495), additional airframes cancelled.

L-16A

As L-3, post-WWII version with engine upgrade, minor changes for the USAAF.

produced

Aeronca Middletown, Ohio (AE)

47-788 / 47-1296 -

509 **Total: 0509**

L-16B

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

produced

Aeronca Middletown, Ohio (AE)

48-424 / 48-523 -

100 **Total: 0100**

Total: 2298

L-3 CONVERSIONS

US Army

1942, civil aircraft impressed from commercial / private owners:

Assigned s/n within block: 43-2809 / 43-2858, but most not taken up. 1 impressed L-3F assigned s/n: 42-78044.

(Model 65TF)

L-3D

11

(Model 65TC)

L-3E

12

(Model 65CA)

L-3F

20

(Model 65TL)

L-3G

4

(Model 65TL)

L-3H

1

(Model 65TC)

L-3J

1

Total: 49

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

Piper Lock Haven, Pennsylvania

42-460 / 42-463 -

4 **Total: 0004**

O-59

As YO-59, minor changes.

Redesignated as L-4 in 1942.

produced

Piper Lock Haven, Pennsylvania

42-7813 / 42-7852 -

40 **Total: 0040**

O-59A

As O-59, larger windows.

Redesignated as L-4A in 1942.

produced

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	<i>As L-4A, no radio. produced</i>		
	Piper Lock Haven, Pennsylvania (PI)		
	43-491 / 43-1470	9676 / 10291 ??	980 Total: 0980
L-4H	<i>As L-4B, equipment upgrade, fixed-pitch prop. Some to USMC, no s/n change. produced</i>		
	Piper Lock Haven, Pennsylvania (PI)		
	43-29247 / 43-30547	10538 / 11838	
	44-79545 / 44-80044	11841 / 12340	1801 Total: 1801
L-4J	<i>As L-4H, variable-pitch prop. produced</i>		
	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
	<i>270 additional airframes cancelled.</i>		
TG-8	<i>As L-4, 3-seater training-glider version with modified cabin in place of engine. produced</i>		
	Piper Lock Haven, Pennsylvania (PI)		
	43-3009 / 43-3258	G1 / G250	250 Total: 0250
	<i>- 3 to USN as XLNP-1, BuNo. 36425 / 36427.</i>		
	<i>3 (43-12499 / 43-12501), additional airframes cancelled.</i>		
HE-1	<i>As L-4, Hospital version for US Navy, engine upgrade, hinged upper fuselage cover for stretcher requirement. Redesignated as AE-1 in 1942. produced</i>		
	Piper Lock Haven, Pennsylvania (E)		
	BuNo. 30197 / 30296	-	100 Total: 0100
NE-1	<i>As L-4, US Navy trainer version with dual controls. produced</i>		
	Piper Lock Haven, Pennsylvania (E)		
	BuNo. 26196 / 26425	-	230 Total: 0230
NE-2	<i>As NE-1, equipment upgrade. produced</i>		
	Piper Lock Haven, Pennsylvania (E)		
	BuNo. 29669 / 29688	-	20 Total: 0020

10 additional airframes cancelled.

YL-14

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

produced

Piper Lock Haven, Pennsylvania (PI)

45-55525 / 45-55529 -

5 **Total: 0005**

L-14

As YL-14, minor changes.

produced

Piper Lock Haven, Pennsylvania (PI)

45-55530 / 45-55537 -

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

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

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 -

839 **Total: 0839**

- Designated as PA-11 Super Cub.

YL-21 Super Cub

PA-18 Super Cub for US Army

evaluation.

produced

Piper Lock Haven, Pennsylvania (PI)

51-6495, 51-6496 -

2 **Total: 0002**

L-21A Super Cub

As YL-21, engine upgrade.

produced

Piper Lock Haven, Pennsylvania (PI)

51-15654 / 51-15803 -

150 **Total: 0150**

L-21B Super Cub

As L-21A, engine upgrade.

Redesignated as **U-7A** in 1962.

produced

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	-	
61-2928, 61-2929	-	584 Total: 0584
L-4F		
<i>As impressed L-4F, export version.</i>		
<i>produced</i>		
Piper Lock Haven, Pennsylvania (PI)		
51-16086 / 51-16091	-	6 Total: 0006
		<u>Total: 7752</u>

L-4 CONVERSIONS

US Army

ZL-4A	1+	L-4A, 1948, redesignation as obsolete.	
<i>1942, civil aircraft impressed from commercial / private owners:</i>			
(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	17
		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 .	
(Model J-5A)		L-4F	42
		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.	
(Model J-5B)		L-4G	41 Total: 114
		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.
ZL-4K	1+	L-4J, 1948, redesignation as obsolete.
TL-21A	1+	L-21A, trainer conversions.

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

Interstate El Segundo, California

42-15895	-	1 Total: 0001
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L-6

As XL-6, minor changes.

produced

Interstate El Segundo, California (IN)

43-2559 / 43-2808	-	250 Total: 0250
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L-8A

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

produced

Interstate El Segundo, California (IN)

42-88658 / 42-88665	-	8 Total: 0008
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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.