

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

#### Aeronca L-3 Grasshopper

1941	<b>Model 65TC</b>	<b>YO-58 (L-3)</b>	4	
1941	<b>Model 65</b>	<b>O-58 (L-3)</b>	50	
1941	<b>Model 65</b>	<b>O-58A (L-3A)</b>	20	
1941	<b>Model 65</b>	<b>O-58B (L-3B)</b>	875	
1942	<b>Model 65</b>	<b>L-3C</b>	490	
1942	<b>Model 65</b>	<b>TG-5</b>	250	<b>Total: 1689</b>

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

**Total: 2298**

#### Piper L-4 Grasshopper

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

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

**Total: 7752**

**Interstate L-6 Grasshopper**

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

**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                      4008 / 4011                      4 **Total: 0004**

**O-57**

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

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

### US Army

1942, civil aircraft impressed from commercial / private owners:

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

**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 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                      -

**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 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 -

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 mixed 7513 to 7530

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 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 <b>Total: 0948</b>
<b>L-4B</b>	<i>As L-4A, no radio.</i>		
	<i>produced 1942 – 1943</i>		
	Piper Lock Haven, Pennsylvania (PI)		
	43-491 / 43-1470	9352 / 10331	980 <b>Total: 0980</b>
<b>L-4H</b>	<i>As L-4B, equipment upgrade, fixed-pitch prop. Some to USMC, no s/n change.</i>		
	<i>produced 1943 – 1944</i>		
	Piper Lock Haven, Pennsylvania (PI)		
	43-29247 / 43-30547	10538 / 11838	
	44-79545 / 44-80044	11841 / 12340	1801 <b>Total: 1801</b>
<b>L-4J</b>	<i>As L-4H, variable-pitch prop.</i>		
	<i>produced 1944 – 1945</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 <b>Total: 1680</b>
	<i>270 additional airframes cancelled.</i>		
<b>TG-8</b>	<i>As L-4, 3-seater training-glider version with modified cabin in place of engine.</i>		
	<i>produced 1942 – 1943</i>		
	Piper Lock Haven, Pennsylvania (PI)		
	43-3009 / 43-3258	G1 / G250	250 <b>Total: 0250</b>
	<i>- 3 to USN as XLNP-1, BuNo. 36425 / 36427.</i>		
	<i>3 (43-12499 / 43-12501), additional airframes cancelled.</i>		
<b>HE-1</b>	<i>As L-4, Hospital version for US Navy, engine upgrade, hinged upper fuselage cover for stretcher requirement.</i>		
	<i>Redesignated as AE-1 in 1942.</i>		
	<i>produced</i>		
	Piper Lock Haven, Pennsylvania (E)		
	BuNo. 30197 / 30296	5-1400 / 5-1499	100 <b>Total: 0100</b>
<b>NE-1</b>	<i>As L-4, US Navy trainer version with dual controls.</i>		
	<i>produced</i>		
	Piper Lock Haven, Pennsylvania (E)		
	BuNo. 26196 / 26425	-	230 <b>Total: 0230</b>
<b>NE-2</b>	<i>As NE-1, equipment upgrade.</i>		
	<i>produced</i>		
	Piper Lock Haven, Pennsylvania (E)		
	BuNo. 29669 / 29688	<i>mixed 13931 to 13974</i>	20 <b>Total: 0020</b>
	<i>10 additional airframes cancelled.</i>		

**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 - 47 to Japan.	18-2738 / 18-2784	
53-4849 / 53-4877	18-3249 / 18-3277	
53-7718 / 53-7779 - 62 to Italy.	18-3318 / 18-3379	
54-2309 / 54-2663	18-3509 / 18-3863	
54-2826 / 54-2835	18-4226 / 18-4235	
55-4578 / 55-4581 - 4 to Turkey.	18-5478 / 18-5481	
61-2928, 61-2929	18-7724, 18-7723	584 <b>Total: 0584</b>

**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**

**US Army**

ZL-4A 1+ L-4A, 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** 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 1942*

Interstate El Segundo, California  
42-15895 -

1 **Total: 0001**

#### **L-6**

*As XL-6, minor changes.  
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.