

# STINSON L-5 SENTINEL

## L-5 SERVICE

*Manufacturer:* Stinson Division, Vultee Aircraft Inc., Wayne, Michigan, USA  
(In 1941, 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 28/06/1941

*Factory production period:* 1941 – 1945

*Primary service period:* 1942 – 1950's

*Last official flight:* U-19B -

## L-5 VARIANTS

Developed from the Nashville, Tennessee built civil Stinson Model V-75B, NX27711 (civil reg.), ff: 19/06/1940, itself a conversion from an earlier Stinson Model 105 Voyager. Later modified with engine upgrade as the Model V-75C.

1941	<b>Model V-76</b>	<b>Model V-76</b>	1	<b>Total: 0001</b>
1942	<b>Model V-76</b>	<b>O-62 (L-5)</b>	1813	
1942	<b>Model V-76</b>	<b>L-5B</b>	712	
1944	<b>Model V-76</b>	<b>L-5C</b>	200	
1944	<b>Model V-76</b>	<b>L-5E</b>	750	
1945	<b>Model V-76</b>	<b>L-5G</b>	115	<b>Total: 3590</b>
				<b><u>Total: 3591</u></b>

## L-5 PRODUCTION

### **Model V-76**

*Company prototype, single-engined,  
2-seater, observation-liaison aircraft  
for USAAF evaluation.  
produced 1941  
Stinson Wayne, Michigan  
NX27772 (civil reg.)*

1 **Total: 0001**

### **O-62**

*As Model V-76, minor changes.  
First 275 delivered as **O-62**.  
All redesignated as **L-5** in 1943.  
Redesignated as **U-19A** in 1962.  
produced  
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*

Stinson Wayne, Michigan (VW)

42-99574 / 42-99735 -

44-16703 / 44-17252 -

712 **Total: 0712**

#### **L-5C**

*As L-5B, photo-reconn. version,  
camera in rear fuselage.*

*produced*

Stinson Wayne, Michigan (VW)

44-17253 / 44-17452 -

200 **Total: 0200**

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

#### **L-5E**

*As L-5C, STOL version,  
wing modifications.*

*produced*

Stinson Wayne, Michigan (VW)

44-17453 / 44-18202 -

750 **Total: 0750**

#### **L-5G**

*As L-5E, engine / equipment upgrade.  
Redesignated as **U-19B** in 1962.*

*produced*

Stinson Wayne, Michigan (VW)

45-34911 / 45-35025 -

115 **Total: 0115**

*- ~40 additional airframes completed post-WW2  
with s/n's up to 45-35064, all to civil market.*

*- 1, s/n: 57-6278, for USAF in 1957 taken from an  
impressed civil airframe or built from spares.*

**Total: 3591**

### **L-5 CONVERSIONS**

#### **USAAF**

**XL-5F**            **1**    L-5B(44-17103), 1945, exhaust / prop upgrade for "stealth" observation.

#### **USMC**

**OY-1**            **306**    L-5, 1943, transfers to the US Marine Corps., 1 to US Navy.  
Assigned BuNo. 02747 / 02788, 03862 / 04020,  
60460 / 60507, 75159 / 75182, 120442 / 120474.  
152 further conversions without assigned BuNo.'s.  
26 further conversions cancelled.

**(OY-2)**           **29**    OY-1, conversions to 24-volt electrical system.

**British RAF**

<b>Sentinel Mk. I</b>	<b>40</b>	L-5, 1944-1946, RAF transfers to the CBI Theater. Assigned RAF s/n: KJ368 / KJ407.
<b>Sentinel Mk. II</b>	<b>60</b>	L-5B, 1944-1946, RAF transfers to the CBI Theater. Assigned RAF s/n: KJ408 / KJ467.

**FOREIGN MILITARY / CIVILIAN SERVICE**

- *Sentinel aircraft support provided by Sentinel Aircraft Co. (1948-1954), after the original company was sold off.*
- *Sentinel aircraft sold surplus post World War II to many air forces worldwide.*
- *Conversions from 1955 by Clevenger Aircraft Co. to bi-plane crop-dusters.*
- *Many sold on the civil market to private owners as Warbirds etc.*