

## **BOEING-STEARMAN PT-13 / PT-17 KAYDET**

### **PT-13 / PT-17 SERVICE**

*Manufacturer:* Stearman Aircraft Division, The Boeing Aircraft Co.,  
Wichita, Kansas, USA  
(In 1939, Stearman Division renamed Wichita Division)  
*Models:* Stearman Model 70, 73, 75, 76  
*Designations:* PT-13; PT-17; NS, N2S, PT-18, PT-27, T-13, T-17  
*Name:* Kaydet

*First official flight:* Model X70 01/01/1934  
*Factory production period:* 1933 – 1945  
*Primary service period:* 1935 – 1950's  
*Last official flight:* - -

### **PT-13 / PT-17 VARIANTS**

|      |                    |                       |      |                           |
|------|--------------------|-----------------------|------|---------------------------|
| 1934 | <b>Model X70</b>   | <b>Model X70</b>      | 1    | <b>Total: 0001</b>        |
| 1934 | <b>Model 73</b>    | <b>NS-1</b>           | 61   |                           |
| 1936 | <b>Model 73L3</b>  | <b>Model 73L3</b>     | 7    |                           |
| 1939 | <b>Model A73B1</b> | <b>Model A73B1</b>    | 7    |                           |
| 1938 | <b>Model A73L3</b> | <b>Model A73L3</b>    | 3    | <b>Total: 0078</b>        |
| 1934 | <b>Model X75</b>   | <b>Model X75</b>      | 1    |                           |
| 1936 | <b>Model 75</b>    | <b>PT-13</b>          | 26   |                           |
| 1937 | <b>Model A75</b>   | <b>PT-13A</b>         | 92   |                           |
| 1940 | <b>Model A75</b>   | <b>PT-13B</b>         | 255  |                           |
| 1943 | <b>Model E75</b>   | <b>PT-13D / N2S-5</b> | 1018 |                           |
| 1940 | <b>Model A75L3</b> | <b>Model A75L3</b>    | 43   |                           |
| 1941 | <b>Model A75J1</b> | <b>PT-18</b>          | 150  | <b>Total: 1585</b>        |
| 1941 | <b>Model A75N1</b> | <b>PT-17</b>          | 2942 |                           |
| 1941 | <b>Model A75B4</b> | <b>Model A75B4</b>    | 5    |                           |
| 1941 | <b>Model A75N1</b> | <b>Model A75N1</b>    | 18   |                           |
| 1942 | <b>Model D75N1</b> | <b>PT-27</b>          | 300  | <b>Total: 3265</b>        |
| 1940 | <b>Model A75N1</b> | <b>N2S-1</b>          | 250  |                           |
| 1941 | <b>Model B75</b>   | <b>N2S-2</b>          | 125  |                           |
| 1942 | <b>Model B75N1</b> | <b>N2S-3</b>          | 1875 |                           |
| 1942 | <b>Model A75N1</b> | <b>N2S-4</b>          | 577  |                           |
| 1943 | <b>Model E75</b>   | <b>N2S-5</b>          | 750  | <b>Total: 3577</b>        |
| 1936 | <b>Model 76</b>    | <b>Model 76</b>       | 78   | <b>Total: 0078</b>        |
|      |                    |                       |      | <b><u>Total: 8584</u></b> |

## **PT-13 / PT-17 PRODUCTION**

### **Model X70**

*Prototype, single-engined, 2-seater,  
basic trainer biplane. Tested by the  
US Army as XPT-943 and US Navy.*

*produced 1933 – 1934*

Boeing-Stearman Wichita, Kansas  
NX571Y (civil reg.) 70-0001

1 **Total: 0001**

### **NS-1**

*As Model X70, version for US Navy,  
engine upgrade, minor changes.*

*produced 1934 – 1935*

Boeing-Stearman Wichita, Kansas (S)  
BuNo. 9677 / 9717 73-0001 / 73-0041  
BuNo. 0191 / 0210 73-0042 / 73-0061

61 **Total: 0061**

### **Model 73L3**

*As NS-1, export version for The Philippines.*

*produced 1936 – 1937*

Boeing-Stearman Wichita, Kansas  
(The Philippines) 73-0062 / 73-0068

7 **Total: 0007**

### **Model A73B1**

*As NS-1, export version for Cuba,  
engine upgrade.*

*produced 1939 – 1940*

Boeing-Stearman Wichita, Kansas  
(Cuba) 73-0072 / 73-0078

7 **Total: 0007**

### **Model A73L3**

*As NS-1, export version for The Philippines.*

*produced 1938*

Boeing-Stearman Wichita, Kansas  
(The Philippines) 73-0069 / 73-0071

3 **Total: 0003**

### **Model X75**

*As Model 70 / 73, prototype with engine  
upgrade, minor changes. Tested by the  
US Army as XPT-945.*

*produced 1934*

Boeing-Stearman Wichita, Kansas  
NX14407 (civil reg.) 75-0000

1 **Total: 0001**

### **PT-13**

*As Model X75L3, engine upgrade.  
1 static test airframe also built.*

*produced 1936*

Boeing-Stearman Wichita, Kansas  
36-002 / 36-027 75-0001 / 75-0026

26 **Total: 0026**

### **PT-13A**

*As PT-13, engine upgrade,  
minor changes.*

*produced 1937 – 1938*

Boeing-Stearman Wichita, Kansas  
37-071 / 37-114 75-0027 / 75-0070  
37-232 / 37-259 75-0071 / 75-0098  
38-451 / 38-470 75-0099 / 75-0118

92 **Total: 0092**

**PT-13B**

*As PT-13A, engine upgrade.*

*Redesignated as T-13B in 1948.*

*produced 1939 – 1941*

Boeing-Stearman Wichita, Kansas (BW)

40-1562 / 40-1741                      75-0119 / 75-0298

41-787 / 41-861                        75-0847 / 75-0921

255 **Total: 0255**

**PT-13D / N2S-5**

*As PT-13B, engine upgrade. USAAF &*

*USN version assigned a dual designation*

*& serial number. S/n: 42-109026 / 42-109775 (750)*

*order cancelled, airframes redesignated as N2S-5.*

*Redesignated as T-13D in 1948.*

*produced 1943 – 1945*

Boeing-Stearman Wichita, Kansas (BW) (S)

42-16846 / 42-17863 &    75-5009 / 75-6026

BuNo. 60887 / 61904

*894 to USAAF, 124 to US Navy.*

*382 additional USAAF airframes cancelled.*

1018 **Total: 1018**

**Model A75L3**

*As PT-13A, export version.*

*produced 1940 – 1941*

Boeing-Stearman Wichita, Kansas

(Brazil)                                      75-0599 / 75-0618

20

(The Philippines)                        75-2570 / 75-2581

12

(Venezuela)                                75-0619 / 75-0621

(Venezuela)                                75-2687 / 75-2690

7

(Parks Air College)

NC32496 / NC32499                      75-1422 / 75-1425

4 **Total: 0043**

**PT-18**

*As PT-13, engine upgrade.*

*produced*

Boeing-Stearman Wichita, Kansas (BW)

40-1892 / 40-2041                      75-0449 / 75-0598

150 **Total: 0150**

**PT-17**

*As PT-13, engine upgrade.*

*S/n: 41-25737 / 41-25740, 41-25748,*

*41-25802 / 41-26251 and 42-16724 /*

*42-16845 (577) order cancelled, airframes*

*redesignated as N2S-4.*

*Redesignated as T-17 in 1948.*

*produced 1941 – 1943*

Boeing-Stearman Wichita, Kansas (BW)

40-1742 / 40-1891                      75-0299 / 75-0448

41-862 / 41-1086                        75-0622 / 75-0846

41-7867 / 41-9010                        75-1426 / 75-2569

41-25202 / 41-25736                      *mixed 75-2691 to 75-3343*

41-25741, 41-25742                      75-3348, 75-3249

41-25743 / 41-25747                      75-3349 / 75-3353

41-25749 / 41-25801                      *mixed 75-3451 to 75-3758*

42-15896 / 42-16723                      75-4059 / 75-4886

2942 **Total: 2942**

**Model A75B4**

*As PT-17, export version with  
engine upgrade, light armament.  
produced 1941*

Boeing-Stearman Wichita, Kansas  
(Venezuela) 75-2682 / 75-2686

5 **Total: 0005**

**Model A75N1**

*As PT-17, export version.  
produced*

Boeing-Stearman Wichita, Kansas  
(Peru) 75-2813 / 75-2818  
(Peru) 75-2879 / 75-2884  
(Peru) 75-2969 / 75-2974

18 **Total: 0018**

**PT-27**

*As PT-17, enclosed cockpit and cold  
weather equipment.*

*produced 1941 – 1942*

Boeing-Stearman Wichita, Kansas (BW)  
42-15570 / 42-15869 75-3759 / 75-4058

300 **Total: 0300**

*All delivered to RCAF as **Kaydet Mk. I:***

*(RAF) FD968 / FD999*

*(RAF) FJ741 / FJ999*

*(RAF) FK100 / FK108*

**N2S-1**

*As PT-17, version for US Navy.  
produced 1940 – 1941*

Boeing-Stearman Wichita, Kansas (S)  
BuNo. 3145 / 3394 75-0922 / 75-1171

250 **Total: 0250**

**N2S-2**

*As PT-13A, version for US Navy.  
produced 1941*

Boeing-Stearman Wichita, Kansas (S)  
BuNo. 3520 / 3644 75-1297 / 75-1421

125 **Total: 0125**

**N2S-3**

*As N2S-2, engine upgrade.  
produced 1942 – 1943*

Boeing-Stearman Wichita, Kansas (S)  
BuNo. 3395 / 3519 75-1172 / 75-1296  
BuNo. 4252 / 4351 75-2582 / 75-2681  
BuNo. 05235 / 05434 75-6409 / 75-6608  
BuNo. 07005 / 08004 75-6609 / 75-7608  
BuNo. 37988 / 38437 75-7609 / 75-8058

1875 **Total: 1875**

**N2S-4**

*As PT-17, minor changes.  
produced 1942 – 1943*

Boeing-Stearman Wichita, Kansas (S)  
BuNo. 27960 / 28058 *mixed 75-3234 to 75-3333*  
BuNo. 29923 / 30146 *mixed 75-3354 to 75-3600*  
BuNo. 34097 / 34101 75-3446 / 75-3450  
BuNo. 34107 / 34111 *mixed 75-3578 to 75-3602*  
BuNo. 37856 / 37967 75-3603 / 75-3714  
BuNo. 37978 / 37987 75-3715 / 75-3724

BuNo. 55650 / 55771      75-4887 / 75-5008      577 **Total: 0577**

**N2S-5**

*As PT-13D, minor changes. Some used the PT-27 style enclosed canopy.*

*produced 1943 – 1945*

Boeing-Stearman Wichita, Kansas (S)

BuNo. 38438 / 38610      75-8059 / 75-8231

BuNo. 43138 / 43637      75-8232 / 75-8731

BuNo. 52550 / 52626      75-8732 / 75-8808

750 **Total: 0750**

*1260 additional airframes cancelled.*

**Model 76**

*As Model 75, export version with cowled engine upgrade and light armament. S76 designator applied to any model with floats fitted.*

*produced 1936 – 1941*

Boeing-Stearman Wichita, Kansas

**Model 76B4**

*1941, armed version for Venezuela.*

(Venezuela)      76-0074 / 76-0078      5

**Model 76D1**

*1936, armed version for Argentine Navy and The Philippines.*

(Argentina)      76-0001 / 76-0010

(Argentina)      76-0044 / 76-0049

(The Philippines)      76-0011 / 76-0013      19

**Model 76D3**

*1938, armed version for The Philippines.*

(The Philippines)      76-0050 / 76-0073      24

**Model A76C3**

*1937, armed version for Brazil.*

(Brazil)      76-0014 / 76-0028      15

**Model B76C3**

*1937, armed version for Brazil, aerial camera.*

(Brazil)      76-0029 / 76-0043      15 **Total: 0078**

**Total: 8584**

**PT-13 / PT-17 CONVERSIONS**

**USAAF**

|             |     |  |
|-------------|-----|--|
| Model X75L3 | 1   | Model X75, 1935, prototype with engine upgrade.  |
| PT-13C      | 6   | PT-13B, 1941, night / instrument training with rear cockpit hood.                                |
| PT-13D      | 35  | PT-13D, post-WW2 re-builds for MDAP delivery.<br>New s/n: 49-1458 / 49-1490, 51-16084, 51-16085. |
| PT-17A      | 136 | PT-17, 1940, fitted for instrument flying training.  |
| PT-17B      | 3   | PT-17, 1943, hopper / spray bar fittings for mosquito control.                                   |
| PT-17C      | 1   | PT-17, prototype to the standardised PT-13D / N2S-5.   |
| PT-18A      | 6   | PT-18, fitted for instrument flying training.  |

**US Navy**

|             |   |  |
|-------------|---|--|
| Model A75L5 | 2 | N2S-4, 1947, prototypes with engine upgrade for China export.<br>Another 20 delivered without this modification. |
|-------------|---|--|

## **FOREIGN MILITARY / CIVILIAN SERVICE**

- *A large number of Stearman trainers saw military service with many foreign air forces worldwide during and after World War II.*
- *The Stearman biplane has become a legend in the post World War II civil scene performing as crop-dusters, aerobatic aircraft and warbirds.*