

AAF NO'S: Bold = Most often used
 (In parentheses) = Other designations
 H.P. = horsepower

**TABLE NINE
 AIRCRAFT FLOWN BY WASP**

AAF NO'S	PLANE USED FOR	ENGINE(S)	H.P.	PRODUCED BY	WING SPAN	TOP SPEED	PLANE NAMES
L-1 (0-49)	Glider p.u.tnr;spotter		295	Stinson	50'11"	120	Vigilant
L-2 (TG-6; UC-95;0-57)	Glider tow; cargo; artillery spotter	Continental	65	Taylorcraft	35'5"	90	Grasshopper
L-3 (TG-5; 0-58)	Glider tow; spotter; liaison	Continental	65	Aeronca	35'	85	Grasshopper; Defender
L-4 (TG-8; UC-83; OB-2;0-59)	Glider tow; cargo; spotter	Continental Franklin Lycoming	65	Piper	35'3"	85	Cub; Grasshopper
L-5 (L-9;0-62)	Liaison; ambulance; photo-recon.	Lycoming	185	Stinson-Vultee	34'	105	Sentinel
L-6 (0-63)	Liaison; utility commun. trn	Franklin	115	Interstate	35'6"	105	Cadet
PT-13 (PT-17; PT-18;PT-27)	Primary trn	Lycoming	220	Stearman(Boeing)	32'2"	120	Kaydet
PT-19 (PT-23; PT-26)	Primary trn	Ranger	175 200	Fairchild	36'	135	Cornell(PT-26)
PT-22 (PT-20; PT-21)	Primary trn	Kinner	160	Ryan	30'1"	140	Recruit
YPT-25	Primary trn experimental		185	Ryan	32'11"	?	?
BT-9	Basic trn	Wright	400	North American	42'	170	[Obsolete]

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AAF NO'S	PLANE USED FOR	ENGINE(S)	H.P.	PRODUCED BY	WING SPAN	TOP SPEED	PLANE NAMES
BT-13 (BT-15)	Basic trn	Pratt & Whitney "Wasp"	450	Vultee	42'	185	Valiant; Vibrator
BT-14*	Basic trn	Wright	450	North American	42'	185	Yale
AT-6 (A-27; AT-16; BC-1)*	Adv. trn	P & W R-1340[2]	600	North American	42'	210	Texan
AT-9	Twin-engine trans.	Lycoming	295	Curtiss	40'3"	200	Jeep
AT-10	Adv. trn	Lycoming R-680[2]	295	Beechcraft	47'	200	Wichita
AT-11 (AT-7; C-45; F-2; UC-45)	Bombardier and gunner trn	P & W[2]	450	Beechcraft	47'8"	215	Kansan; Expediter
AT-17 (UC-78; AT-8)	Liaison; cargo Adv. trn	Jacobs[2] R-755	245	Cessna	41'11"	195	Bobcat; Bamboo Bomber; Double-breasted Cub
AT-18 (C-63; C-111; P-29)	Liaison; light bomber	Wright	1200	Lockheed	65'6"	250	Hudson
AT-19 (UC-81)	Transport	Lycoming	280	Stinson-Vultee	41'11"	175	Reliant
C-46	Transport	P & W R-2800[2]	2000	Curtiss	108'1"	260	Commando; Pregnant Guppy
C-47 (C-48; C-49; C-53; DC-3)	Transport	P & W R-1830[2]	1200	Douglas	95'6"	220	Dakota; Skytrain; Gooney Bird
C-54 (YC-116; DC-4)	Cargo	P & W R-2000[4]	1350	Douglas	117'6"	285	Skymaster

* Some sources confuse the BT-9, BC-1, and AT-6 with each other. The BT-9 had a wing-slot which made the leading edge look as though it sported an "eyebrow." It had little resemblance to its cousin, the BT-14, also made by North American Aviation. The BT-14 looked like an AT-6(BC-1) but differed in that the BT-14 had non-retractable (fixed) landing gear.

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AAF NO'S	PLANE USED FOR	ENGINE(S)	H.P.	PRODUCED BY	WING SPAN	TOP SPEED	PLANE NAMES
C-60 (B-34) (C-56)	Liaison; transport; target tow; light bomber	Wright R-1820[2]	1200	Lockheed-Vega	65'6"	270	Lodestar
UC-61 (UC-86)	Cargo	Warner	165	Fairchild	36'4"	130	Forwarder
B-17 (F-9; RA-17)	Heavy bomber; gunner tr	Wright R-1820-65[4]	1200	Boeing	103'9 $\frac{3}{4}$ "	317	Flying Fortress
B-18 (C-58; DC-2)	Patrol bomber; transport; cargo	Wright	930	Douglas	89'6"	215	Bold
B-24 (C-87; F-7;C-109; AT-22)	Heavy bomber; Trans- port; photo-recon.; target	P & W R-1830[4]	1200	Consolidated	110'	303	Liberator
B-25 (F-10)	Medium bomber; photo-recon.	Wright R-2600[2]	1750	North American	67'7"	280	Mitchell
B-26 (AT-23; A-26)	Medium bomber; gunner tr	P & W R-2800[2]	2000	Martin	71'	280	Marauder; Widow Maker
B-29 (C-97; F-13;B-50)	Heavy bomber; cargo; photo-recon.	Wright R-3350-23[4]	2200	Boeing	141'3"	358	Superfortress
A-20 (P-70; F-3)	Attack bomber; photo-recon.	Wright "Cyclone"[2]	1500	Douglas	61'4"	370	Havoc
A-24 (SBD-3; RA-24;F-24)	Dive bomber; tow target	Wright	1200	Douglas	41'6"	250	Dauntless
A-25 (SBD- 2-1)	Dive bomber; tow target	Wright GR-2600	1750	Curtiss	49'9"	275	Helldiver;Shrike
P-38 (F-4; F-5;F-38)	Pursuit; photo-recon.	Allison,[2] V-1710-111 [left] V-17-113 [right]	1425	Lockheed-Vega	52'	414	Lightning
P-39	Pursuit	Allison V-1710-E4	1200	Bell	34'	360	Airacobra
P-40 (P-36; F-40)	Pursuit; photo-recon.	Allison V-1710-C15	1200	Curtiss	37'4"	375	Warhawk

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AAF NO'S	PLANE USED FOR	ENGINE(S)	H.P.	PRODUCED BY	WING SPAN	TOP SPEED	PLANE NAMES
P-47 (F-47; RO-47)	Fighter; bomber escort	P & W "Twin Wasp"	2800	Republic	40'9"	430	Thunderbolt; Jug
P-51 (F-6;F-51; A-36)	Fighter; bomber escort; photo-recon.	Merlin	1380	North American	37'5/16"	435	Mustang ¹
P-61 (F-15; RF-61)	Night fighter; photo-recon.	Allison	2800	Northrop	66'	430	Black Widow
P-63 (QF-63)	Pursuit		1325	Bell	38'2"	410	Kingcobra
PQ-8	Drone target	Lycoming	125	Culver	27'	100	Kaydet
YPQ-12 ²	Experimental drone	Lycoming	125	Fleetwings	26'11"	?	
PQ-14	Drone target	Franklin	125	Culver	30'	125	
YP-59A	Experimental jet	[2]		Bell			

1. The Mustang provides an example to illustrate that a plane may undergo modifications which alter statistics but not the basic AAF plane number. The early P-51-A had an Allison engine and a straight-line canopy whereas the P-51-D used a Merlin engine (to achieve better performance and greater altitude, not to mention better speed) and a bubble canopy. The air scoop also varied in a number of changes.

The B-29 provides an extreme example. No two B-29's were alike.

The Curtiss A-25 originally flew with an 850 h.p. "Cyclone," later replaced by a 1750 h.p. Wright powerplant.

2. Only 8 produced. A WASP ferried two.