Information Gleamed from the Smithsonian

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Taylorcraft O-57/L-2 Series Aircraft: Army Serial Number to Constructor's Number Equations.

"There is some indication that there is no direct correlation between the assignment of Army serial numbers (S/N) and the manufacturer's construction number (C/N) of the Taylorcraft O-57/L-2 series airplanes. However, it is possible to match blocks of S/Ns with blocks of C/Ns. The following such match up is based primarily on a table found in the engineering drawing microfilms." (The Contract Numbers have been left out)

Model	Quantity	Army S/N	T'Craft C/N
YO-57	4	42-452/455	4008/4011
O-57/L-2	20	42-7773/7792	4045/4054& 4056/4066 *1
O-57A/L-2A	336	42-15073/15158 42-35825/36074	4200/4535 *2
L-2A	40	42-38498/38531 42-38532/38573	4536/4575
L-2A	100	43-25754/25853	5066/5165
L-2B	490	43-1/490	4576/4650 (75&) 4651/5065 (415)
L-2M	900	43-25854/26753	5166/5999(834&) 6253-6318 (66)
TG-6 (Gliders)	250	42-58561/5881	6000/6249 *3

*1= (Note: cited are 21 C/Ns vice 20)

*2=(It appears that the C/N block 4200/4575 [376airplanes] covers the first four O-57A/L-2A S/N blocks.)

*3=(42-58562 = C/N 6100*4; 42-58585 = C/N 6024; 42-58761 = C/N 6200 per Group Weight

Statements)

*4= As entered original version of list in 1993, y should be 6001

*SN#4012-4043,4055,4067-4199, maybe civilian DC-65 probable for CPTP.

*SN#6250-6252 maybe civilian DCO-65 for CPTP (Civilian Pilot Training Program)

I have used the basic formula and it is very accurate in finding the Army S/N for your aircraft.

If direct equations are correct, then: L-2M 43-26243 = S/N 5555 or L-5555 AC S/N should be stamped on top of the rear throttle!

L-2A= 33962+SN# =Mil. SN#

L-2B= 4575-SN# =Mil. SN#

L-2M= 20688+SN# =Mil. SN#